

# AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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## AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 23, 1833.

In the Journal of the 5th inst. it was stated that the title page and list of contents for the three first parts, or half volumes, would be forwarded to subscribers in the course of the then ensuing week—they have been unavoidably delayed, but will now be forwarded in a few days, as they are nearly printed.

**BALTIMORE AND OHIO RAILROAD.**—We have received and read with much pleasure the *Seventh Annual Report* of the President of the above named road, as published in the Baltimore papers, which we intended to publish in this number of the Journal, but on reading it we find it refers to interesting documents, which ought also to be published with the report, and, therefore, we shall delay its publication for a short time, in the hope that some of our Baltimore friends will furnish us with the report and documents in pamphlet form. In the mean time, however, we would observe that the work on the road between the Point of Rocks and Harper's Ferry is progressing, and that it is believed the road will be completed in the course of the ensuing year as far as the latter place, and be there connected with the Winchester railroad—a work, by the by, which will not long terminate at Winchester.

**CHICAGO.**—We have had the pleasure of a conversation with Mr. Frederick Stahl, of the firm of Johnson & Stahl, of this place, who returned from Chicago on Tuesday last. He informs us that he ordered goods from New-York, which were shipped on the 10th, and arrived at Chicago on the 30th August. The charges for transportation from New-York to Chicago, including commissions and storage, is

only one dollar sixty-three cents per hundred pounds. Insurance  $\frac{1}{2}$  per cent. in the fall, and  $\frac{1}{2}$  per cent at other seasons of the year. The country from Dixon's ferry, on Rock River, to Chicago, is smooth and level, and with little improvement, an excellent road may be made. An ox team could make a trip from thence to Galena, with great ease, in ten days. Thus we see, that merchandize can be brought from New-York to Galena in thirty days, and at an expense merely nominal.

Mr. Stahl left Chicago on the 19th inst. The commissioners appointed to treat with the Potawatamies were there, and Indians to the number of 5 or 6000 had assembled. Several talks had been held with them by the commissioners, in which the Indians manifested a very great disinclination to sell their land. A host of Indian traders were there, who, it was understood, were creditors of the Indians to large amounts, and who would exert all their influence to prevent the consummation of any treaty, till their claims were secured.

The above is from the *Galena* of 27th September last, which came to hand on the 24th instant. It is another among the many proofs of the vast importance of *internal improvements* to this country. It shows, by actual demonstration, the value of canals. The writer of this recollects the period when, in 1810, 23 years since, it cost *ten dollars per hundred* to transport merchandise from New-York to Buffalo. This statement shows a very different result. Goods carried to Chicago—more than *three times* the distance—in one third of the time, and for one *sixth* of the cost! Such are the results of internal improvements by canals. What, then, will they be when the country is intersected by railroads? In point of *time*, at least, the improvement will be in an equal ratio, if not in other respects. The completion of the New-York and Erie Railroad, and a Railroad across Michigan, to the mouth of the St. Josephs, will enable merchants to land goods at Chicago in *seven days*—and this will be done in a *little over seven years*.

We understand (says the *Miner's Journal*) that an experiment was made a few days since on an inclined plane of the Danville and Pottsville Railroad, on the Broad mountain, to ascertain its practical operation; the length of the plane being 800 feet, and perpendicular height 200 feet. The ascending car, which was raised by means of a descending one, passed up in the

short space of ninety seconds, and without any thing to interrupt the smoothness of its ascent. It is understood that water power will be made use of on these inclined planes, which is attended with far less expense than that which is incident to steam machinery.

**SUSQUEHANNA AND DELAWARE RAILROAD.**—A meeting of the stockholders was held on the 1st inst. at Stroudsburg, in Northampton county, for the purpose of organizing the Company. HENRY W. DRINKER, Esq. was duly elected President of the Company for the ensuing year—WILLIAM HENRY, Treasurer—and JOHN JORDAN, Secretary. The names of the Managers we have not learned. A more judicious choice of officers, probably, could not have been made. —[Montrose Herald.]

To the Editor of the American Railroad Journal:

SIR,—I beg leave, through your valuable Journal, to suggest what I think would be a valuable improvement of the application of horse power to propelling railroad cars. Let the horse, or horses, be put on a moveable platform, (like that in the starch manufactory in Dutch street,) which shall roll on two shafts of say 8 inches diameter, which shall be fixed in railroad wheels, of 32 inches diameter; thus for every three miles the horse moves the platform under his feet, the car will be propelled twelve miles on the railroad. The advantage gained by this arrangement will be, that the power of the horse will be applied in such a manner as to move the car with any given rapidity, far beyond the motion of a horse. It is obvious, too, that when a horse moves rapidly, his strength is expended in procuring the velocity of his own movement—or, to speak more scientifically, in overcoming the inertia of his own body; he exerts more force, therefore, in the draught, when his motion is slow, say 3 to 4 miles per hour. By increasing the difference between the size of the shaft and the wheels, a very great velocity may be procured with a slow steady draught of the horse. The wheels should be fixed firmly on the ends of the shafts, through the centre of which a strong iron rod should be passed, the ends of which should move in an iron bar, placed fore and aft, to keep the shafts at the proper distance from each other. Would not this make a very simple *horse locomotive*, sufficiently well adapted to the purpose to supercede steam?

Yours, &c. SPEED.



*The Undulating Railway.* By JUNIUS REDIVIVUS. [From the London Mechanics' Magazine.]

SIR,—Since I last wrote to you I have seen Mr. Badnall's treatise on railway improvements; but I must confess I see therein no statement which tends to shake my incredulity on the subject of hill and valley locomotion. I still prefer the level, and doubt not of its being the most economical railway. In the way of argument I have nothing to add to my former letters on the subject. I did, indeed, wish to ask one or two questions, which I had intended to put when I read your review, and the extract, stating that the moving power of the experimental carriage was a steel spring coiled round a barrel; but I have since found that a writer in the Magazine edited by the Messrs. Cobbett has forestalled me. It is by him stated that the experiments were unfair; that in the case of both the level and the curve, the carriage was traversed backwards along the whole line, and that on the curved line the distance traversed was considerably greater than on the horizontal line, consequently that the spring was wound up to a greater amount of tension. He states further his belief, that if the carriage were wound up on the level road, and then placed in motion on the curve, that it would stop half way from want of power. Whether this statement be correct or not I cannot pronounce, not having seen the trials, but the winding up of a spring is assuredly a matter of considerable importance, when we consider that half a turn of the barrel, when nearly wound up gives more power than several turns at the commencement.

Mr. Badnall says, p. 74, "In allusion to the comparative difference in the speed between the two curved railways, in the preceding statement, and in the statement at p. 67, I confess myself in difficulty." At p. 77 he says, "The advantage gained over a common horizontal railway will be in proportion to the length and depth of descent." Now, supposing the moving power to be a coiled spring, it is quite clear that the tension would increase, and consequently the power would increase, in proportion to the number of turns, and in a compound ratio. If this be the case, the "difficulty" will be solved without accounting for it by the "vibration."

From the letter of Mr. Stephenson, quoted in Mr. Badnall's book, I take the following extract:

"This sort of force (*periphugal force*) perhaps not being thoroughly understood, you will allow me to compare it to a man on horseback, riding at full speed, and the animal stopping himself with all the power he is master of; we should in such a case naturally expect to see the rider thrown forward, taking along with him both bridle and stirrups."

With all deference to the opinion of Mr. Stephenson, I beg to remark that I have been for some years in the habit of studying the laws of "forces," in this very species of involuntary experiment. I have seen numerous riders thus shaken out of their saddles—technically called "purchasing an estate"—and with nearly the result he has described: but invariably their future progress was arrested by friction, both on levels and up hill, the momentum being absorbed by the material on which the falling body impinged, and sometimes so rapidly that it dragged life along with it. Down hill, it is true, the momentum has occasionally been of considerable avail, unless a thicket or patch of aloes, or spiny larch-thistle, happened to intervene as a recipient. Even thus I suspect the "periphugal force" would impinge upon and be absorbed by the upward ascent of an undulating railroad.

At page 84 Mr. Badnall talks of having given a limited power to his spring, winding it up ten feet and six feet. Why was this small power selected? The experiment seems on too small a scale to justify any reliance on the result. I will state an experiment, which, if it give a result in favor of undulation, when accurately tried, I shall think that there is more in Mr.

Badnall's scheme "than is dreamt of in my philosophy."

Make two railroads side by side, with the ends and beginnings parallel. Let one be an horizontal road, say two hundred feet in length. Let the other be increased in actual length, by means of any undulating form Mr. Badnall may choose, till it measures two hundred and twenty-five or fifty feet. Then let a barrel spring be adapted to a carriage, so that, when traversed backwards on the horizontal road, it may just have power enough to reach the extremity again. Then take the carriage, thus wound up, and place it on the undulating road, and if it reach the extremity of that also, I shall be ready to acknowledge the triumph of Mr. Badnall's principle. But, even then, unless it perform something more, there will be no gain in point of economy, but, on the contrary, a considerable loss, by the extra expense of material consumed in the road. And here I leave the matter for the present.

I remain, yours, &c.

JUNIUS REDIVIVUS.

P. S.—Illness, and the pressure of occupation have, hitherto prevented me from answering "R."

*The Undulating Railway.* By S. D. [From the London Mechanics' Magazine.]

SIR,—If you examine the author's account of his invention as exhibited in your extracts, you will find that in paragraph 3, he says, "that throughout the ascent the pressure upon the rails, and consequently the amount of friction, is precisely the same as it was down the descent A B, viz., as much less than it was on the horizontal line E A as the line C D to D C." Now, surely the amount of friction is proportional to the lines representing the pressure upon the rails, which are C P and C G, not C D and D C. But even with this understanding, let us see if the inference be correct.

In paragraph 5 we find it stated, "that although the disposable power of gravity in opposition to pressure is only as C D to C P, yet this is no criterion of the extent of advantage gained in speed; in fact, C D may as properly be stated to represent the saving in friction."

If C D may be stated to represent the saving in friction, throughout the whole descent, it may also be stated to represent an augmentation of friction upon the whole ascent; so that C P being the measure of the former, C P + C D will be that of the latter quantity. With this in mind, let us see what the author says farther on, that if "the power employed upon the ascending part of the undulation were only just sufficient to overcome the friction and resistance of atmosphere, the carriage would naturally, as proved by the action of the pendulum, rise the ascent B E in the precise time it occupied in traversing from A to B."

Now, on the horizontal railway the friction is represented by the C G, but upon the ascent of the undulating railway by C P + C D, which being greater than the other, it would oppose more force to the progress of the carriage, and it would require more power to overcome it.

In thus examining the author's explanation I am led to think that the amount of friction is not less on the undulating than on the horizontal railway.

I am, sir, your obedient servant,

S. D.

May 20.

*The Great North Road in England.* [From the Monthly Supplement of the Penny Magazine.]

(Continued from page 661.)

The first notice which has been discovered of the collection of a toll for the repair of roads in England occurs in the year 1346, in the reign of Edward III. In that year it was ordered that tolls should be exacted for two years to come, from all carriages passing along Holborn, Gray's Inn lane, and the highway called Charing, "which roads," says the commission,

"are, by the frequent passage of carts, wains, and horses, to and from London, become so miry and deep as to be almost impassable."

As for the country roads, little or no attention seems to have been paid to them till towards the middle of the sixteenth century. In the course of the reign of Henry VIII. four statutes connected with this subject were passed: two for altering certain roads in the Weald of Kent, and in Sussex; a third for mending a lane near the city of Chester; and a fourth for the repair of bridges. The first general act for keeping the roads in repair was passed in 1555, in the reign of Mary. It imposed that duty upon the parishes, and was followed by many others to the same effect in the reigns of Elizabeth and James I. The first toll-bar was erected in 1663, on the northern road leading through Hertfordshire, Cambridgeshire, and Huntingdonshire: "which road," says the act, "was then become very bad, by means of the great loads of barley, malt, &c. brought weekly to Ware in waggons and carts, and from thence conveyed by water to London." Three toll-gates were erected, one for each of the above-named counties; and it is said that the people were so prejudiced against the innovation, that they rose in a mob and destroyed them.

Coaches are said to have been first introduced into England in 1580, by the Earl of Arundel, and by the commencement of the next century they had become common in London. They were brought to Edinburgh in the suite of the English ambassador in 1598. The historians of that city tell us, that coaches for the use of the public generally were established there in 1610. Hackney coaches were first introduced in London in 1625.

As yet there was but little intercourse between these two capitals. In London, Scotland and Edinburgh were considered as foreign parts. In 1635 a proclamation was issued by Charles I. to the effect, that, "whereas to this time there hath been no certain intercourse between the kingdoms of England and Scotland, his majesty now commands his postmaster of England for foreign parts to settle a running post or two, to run night and day between Edinburgh and London." It was a considerable time after the commencement of the last century before there was more than one despatch of letters in the week from London to Scotland. In the year 1763, the London coach set off from Edinburgh only once in the month, and was from 12 to 16 days on the road. The vehicle which accomplished this adventurous achievement was at that time the only stage-coach in the northern capital, except two which ran to the neighboring port of Leith. A journey to or from Edinburgh was in those days a doubtful and hazardous expedition—something like setting out in quest of the northwest passage. It is said, that, in Scotland, when a person determined upon attempting the achievement, he used, with the laudable prudence of that country, to make his will before setting out.

The change that has since taken place is immense. The journey between London and Edinburgh is now performed by the mail-coach, at all seasons and in all weathers, in little more than forty-three hours and a half. The person who undertakes it exposes himself to scarcely any more danger than he does when he walks along the street in which he lives. Even in Scotland, a man seldom now thinks of making his will merely because he is about to visit London. These changes, and the countless others of which they are examples or indications, are due to the existence of a good road between the two capitals. This road, more than the compact of the year 1707, is the true union of the kingdoms.

Within the last thirty years this Great North Road, as it is commonly called, has been extended to the remotest extremity of the island—to a point still farther beyond Edinburgh (at least by the line taken) than Edinburgh is distant from London. This latter portion espe-



cially, and also parts of that extending to the south of Edinburgh, have recently undergone some material alterations and improvements. Those that have been effected within the last three years alone are well fitted to raise the admiration of all who are qualified to appreciate their importance. They afford an evidence which is extremely gratifying, of the exertions that continue to be made in order to uphold and extend one of the chief foundations of our national prosperity and greatness. We have been fortunate enough to obtain very complete accounts of the principal of these improvements, in most instances, from persons having access to the best sources of information; and abstracts of these we now propose to lay before our readers, interspersed with such explanations as may convey a full and correct view of the whole course of this great highway,—the longest continued line of road in the United Kingdom.

**IMPROVEMENTS IN THE NORTH.**—So greatly does the northern portion of our island incline or lean over to the west, that Edinburgh, while it is about 320 miles to the north of London, is also above 100 miles to the west of it—although the two capitals stand at about equal distances from the east coast. Edinburgh, on the east coast of Great Britain, is, in fact, rather farther west than Liverpool, which stands on the west coast. What is called the Great North Road from London, therefore, diverges considerably from a line drawn due north. The wide level country which generally prevails as far as to the heart of Yorkshire enables it to pursue up to that point a course nearly perfectly straight. The first formidable obstacle, indeed, which it meets with to prevent it from following the shortest line to the Scottish metropolis, is interposed by the Chevoit hills, which form the north-west boundary of Northumberland. These hills, at their northern extremity, approach so close to the sea as to leave only a pass of a few miles broad, through which the road at this part of its course can be carried. Hitherto the town of Berwick, which is on the coast, and at a short distance beyond the termination of the Chevoit range, has been assumed as the point which should determine the direction of the first part of the road between the two capitals. This has made the deflection of the line to the west less than it otherwise would have been; for Berwick, although far west of London, is still considerably to the east of Edinburgh.

The direction of the southern portion of this road, then, may be considered as necessarily regulated, not by the relative positions of London and Edinburgh, but of London and Berwick, or another point but a few miles to the westward of the latter town. The route followed by the mail at present, in fact, is very nearly the shortest line between London and Berwick, subject merely to such slight deviations as are required in order to make it touch certain great towns. The length of this portion of the road, which passes through Huntingdon, Stamford, Doncaster, York, Darlington, Durham, and Newcastle, is 342 miles; the whole distance from London to Edinburgh being 399.

The first improvements which it falls within the plan of the present article to notice are those which have been recently made on the northern portion of this line of road between London and Berwick. We shall begin by merely adverting to the magnificent approaches which now lead to the town of Durham, the elevated situation of which formerly rendered it of such difficult access. The new entrances, which have in a great degree overcome the obstacles presented by the nature of the ground, are excellent specimens of engineering skill, and do honor to the local trusts. They would probably, however, have remained unexecuted but for the stimulus given to these bodies by a committee of the House of Commons, which had under its consideration the defective state of the communication between London and Edinburgh. We may here also mention, as having originated in the recommendations of

the same committee, the handsome new bridge over the North Tyne at Morpeth, constructed by Mr. Telford, after the model of the bridge of Neuilly, near Paris.

But the most important improvements in this quarter, and those to which we would particularly direct attention, are the alterations which have recently been effected, or are in progress of execution, on the portion of the road to Edinburgh immediately beyond Morpeth. Here the Chevoit hills run almost parallel to the coast, to which they at the same time approach so closely, that what we may call their roots stretch across the intervening space in the shape of so many successive elevations, while the hollows between are occupied by rivers more or less considerable, all having a direction at right angles to the line of the road. This extreme inequality of surface has hitherto, as already intimated, forced the road close upon the sea: but even while thus retiring as far as possible from the mountains, it has still not been able to avoid a remarkable steep ridge called Birnside Moor. The gentlemen of Northumberland, however, have at last, aided by the great exertions of Sir John Marjoribanks, of Leeds, effected the union of several of the local trusts into one, and thereby enabled themselves to raise the sum of £12,000, which they are now in the course of expending in carrying the road through a series of vallies lying farther to the west, in place of this elevated moorland. The whole of this improvement will be completed during the present year; and although much still remains to be done to make the road what it ought to be in the more immediate vicinity of Morpeth, the alteration effected here will deserve to be accounted one of the most valuable works of public utility which have been recently accomplished in these islands.

The road, following the new direction thus given to it, will now leave Berwick to the right, and, instead of running along the coast, as it does at present, by Dunbar, and thence turning around in a due west direction by Haddington, will proceed by Wooler and Coldstream in very nearly a straight line to Edinburgh. The saving by this route we believe, will be above 10 miles, the distance from Edinburgh to Morpeth being reduced from 104 miles to about 93. It is only lately, however, that the road by Coldstream, which passes through a very hilly country, has been brought to such a condition as that the mail could travel on it. The exertions of the gentlemen of Berwickshire and Midlothian, by which this important object has been at last accomplished, rather preceded those of the Northumberland trustees to which we have just adverted, their operations having commenced in January, 1828.

From a report now before us, by the clerks of the Berwickshire trust, it appears that the improvements effected on what is called the Greenlaw Turnpike Road embrace the reduction of numerous severe pulls of from one foot in six to one foot in twelve, occurring between Deanborn, the northern extremity of the trust, and Coldstream, to gentle ascents of from one foot in twenty-five to one in forty; besides the repair of the bridge over the Blackadder, at the east end of Greenlaw, and of that over the Tweed, at the east end of Coldstream. Including £2,100 expended on the Coldstream bridge, the whole cost of these improvements, up to the 8th of March last, had amounted only to £23,145. Of the adjoining portion of the road in the Edinburgh direction, which is under the care of the trustees of the Dalkeith district, a line of about eight miles, extending from the south-east boundary of the county of Mid Lothian to the north end of Fordel Bank, near Dalkeith, has within the same period been shortened, and the passage on it rendered much more safe and easy, by altering the course of the road in some places, by cutting down and banking over some difficult and dangerous passes, and by building several new bridges.

The principal bridges are the bridge over Cranstown Dean, and the bridge over the

Tyne, at the north end of the village of Ford Pathhead, called the Lothian bridge. Cranstown Dean bridge is forty-six feet in height, and consists of three semi-circular arches of seventeen feet span: the whole building is of ashler, and the piers being only three feet in thickness, the bridge has a very light appearance.

Lothian bridge is eighty-two feet in height, and consists of five semi-circular arches of fifty feet span, surmounted by ten segments arches of fifty-four feet span and eight feet of rise. The piers are eight feet thick by twenty-eight feet broad, and hollow in the centre, as are also the abutments.

The whole building is of ashler, thereby presenting a happy combination of durability and lightness, and adding much to the ornament of the adjoining grounds. The embankments at the ends of the bridges are planted up with evergreens.

Of the embankments, that at Cotterburn is of the length of five hundred yards, and will contain 200,000 cubical yards of earth. The extreme depth of cutting in the line of the road will be thirty-two feet. Besides the general improvement of the line of road, these operations have opened many fine prospects of the neighboring beautifully wooded and highly cultivated country. The expense has amounted to between £20,000 and £30,000, besides a large sum of money which was previously expended on the improvement of that part of the line which is situated between this district and Edinburgh.

The city of Edinburgh stands within two miles of the great arm of the sea called the Frith of Forth, which, at the part immediately north of the Scottish capital, is about seven or eight miles broad. Steamboats and other vessels put across this estuary at all hours from Leith, the port of Edinburgh, and from Newhaven, about a mile to the west of that town, both to Burnt Island, Pettycur, and Kinghorn, which are directly opposite, and to Kirkcaldy, Dysart, Leven, Ely, Pittenweem, and Anstruther, which lie further to the east. The common passage for travellers to the north is from Newhaven, (where there is a chain pier,) to Pettycur. As this passage, however, is subject to be occasionally interrupted, (though since the introduction of steam navigation that is a circumstance which has very rarely happened,) the mail, instead of crossing here, proceeds along the coast of the river to Queensferry, about twelve miles farther west, where the channel is contracted to the width of about a mile and a half. But before leaving Edinburgh we cannot help noticing, although not upon any of the great lines of road leading from that capital, the magnificent bridge, called the Dean bridge, which has lately been thrown across the chasm formed by the river or water of Leith to the north of the city. The reader will find a notice of this structure, which was only finished about the beginning of the last year, in the "Companion to the Almanac" for 1832. This bridge, which has been erected after a design by Mr. Telford, almost at the sole expense of John Learmouth, Esq. (late Lord Provost,) to whose property it forms a communication, consists of two series of four arches each, the one surmounting the other. The span of each of the upper arches is 96 feet, and the road-way passes at the height of more than 120 feet above the level of the water below.

From Queensferry the present route of the mail is directly north by Kinross to Perth, from which point, crossing the Tay by a bridge, it takes its way along the northern banks of that river in an eastern direction to Dundee, and from thence to Arbroath on the coast. The common road, however, from Edinburgh to Dundee, runs in nearly a straight line from Pettycur through the county of Fife, and across the Frith of Tay, which at Dundee is about two miles in breadth. There is on this passage an excellent steamboat of a peculiar construction, the paddles being placed in the middle, as if there were two boats joined, and the form be-



ing such that it moves equally well with either end foremost. The distance from Edinburgh to Dundee by this road is not quite 43 miles, whereas, by that which the mail takes, for the sake principally of avoiding the two ferries over the Forth and the Tay, it is not less than 69 miles. From Dundee to Arbroath is 17 miles more, so that the whole distance by this circuitous route from Edinburgh to the latter place is 86 miles, the distance in a straight line being only about 50. In getting from Berwick to Arbroath, again, the mail travels about 143 miles, while a straight line drawn between these two points would not measure 60. The voyage by sea from the one place to the other does not exceed the last mentioned distance.

The road between Edinburgh and Montrose, which is 12 miles to the north of Arbroath, has been constructed at a cost of not less than £100,000, reckoning only the outlay since the commencement of the present century; but as only a small portion of this sum has been expended within the last three or four years, the consideration of the improvements which it has effected does not fall within the scope of our present remarks. We pass on, therefore, to notice the bridge which has just been carried over the South Esk at Montrose. This town stands on the north bank of the river called the South Esk, which here falls into the German ocean; and we cannot better explain its singular situation than by extracting the description given of it in a report made in 1823 by Mr. Buchanan:

"The river South Esk, at Montrose, is remarkable for its broad, deep, and very rapid stream. But the great width of the river, and the current, deep and rapid beyond example indeed in this country, are not owing to the magnitude of the South Esk river itself, but to the singular manner in which the discharge of its waters into the sea is here combined with the action of the tides and the configuration of the adjacent ground.

"The town stands on a gently rising ground, in one of those low sandy flats which occur so frequently on the shores of the German ocean, and which, from their slight elevation above the sea level, and other circumstances, appear to have been once overflowed by the water. It has the German ocean on the east, at the distance of about half a mile, and to the west is a tract of low and level sands, above four square miles in extent and nine miles in circumference, through which the South Esk winds its way to the sea, passing close to the town on its south side. These sands lie below the level of high water, and above the level of low water; and the river opening a communication with the sea, it necessarily happens, that every rising tide rushes up the channel of the river, and inundates the whole of this sandy flat to the west of the town, which is again left uncovered by the reflux of the tide. The channel through which this great body of water is alternately poured in and discharged is suddenly contracted, at the south end of the town, to the breadth of 700 feet at high water, and 400 feet at low spring tides; and in consequence of this the stream rushes in or out with great violence, according as the tide is either flowing or ebbing. This low land, over which, at each return of the tide, are spread the waters of the ocean, after they have made their way through the narrow channel of the South Esk, is called the Basin, which forms a striking object in the scenery of the place, appearing, when the tide is full, a large and beautiful lake, and in a few hours afterwards, when the waters have retired, a desolate and sandy marsh."

Between the basin and the sea, the river is at one place divided into two channels, by a small island called the Inch; but the two streams again unite into one before they arrive at the sea. About thirty years ago, when the road from Edinburgh to Aberdeen was first constructed, a wooden bridge was erected across the most northern of these channels, which is by far the broadest; the other being crossed by

a stone bridge of one arch, which is so narrow that, says Mr. Buchanan's report, "it has contracted the channel of the river to at least one-fourth of its original breadth." At the same time the channel of the northern stream had been greatly contracted by the faulty construction of its wooden bridge. The effect of this unnatural confinement of so violent and rapid a stream has been to deepen the channel on the northern side, not less than five or six feet in many parts; so that the original bottom having been carried away, the foundations on which the piers rested were in danger of being undermined. To prevent this result wooden piles were driven in, which served as a sort of wall to repel the current. But, notwithstanding this expedient, the bridge was still found to labor under the incurable defects of its original construction. In particular, the wood was so damaged by the ravages of sea worms, of the genus designated *Oniscus*, that the expense of keeping it in repair was very great. It was accordingly determined a few years ago to remove this wooden structure altogether, and to supply its place by a suspension bridge. Such a bridge has been accordingly erected, after a design by Captain Samuel Brown, of the Royal Navy.

The distance between the towers at the two extremities of this bridge, measured from the centre of each, is 432 feet. The height of each tower is seventy-one feet; namely, twenty-three feet and a half from the foundation to the roadway, forty-four feet from the roadway to the top of the cornice, and three feet and a half forming the entablature. The breadth of each tower, at the termination of the cutwaters, is forty feet and a half, and thirty-nine and a half at the roading. The archway by which each is perforated is sixteen feet in width by eighteen in height. The four counter-abutments for securing the chains are respectively 115 feet distant from the towers, (reckoning from the centre of the tower to the face of the farthest wall of the chambers,) and consist each of an arched chamber, a strong counterfort or abutment, a tunnel, and lying spandrel arch. The width of the bridge is twenty-six feet within the suspending rods. The bars of which the main chains consist, measure eight feet ten inches from centre to centre of the bolt-holes, five inches broad between the shoulders, and one inch thick throughout. All the main links or bars are of the same thickness, except those in the towers, which are a sixteenth of an inch thicker, and of length to suit the curve of the cast iron saddles. Each main suspending chain, of which there are two on each side of the bridge, one over the other, placed one foot apart, consists of four lines of chain bars. The joints of the upper main chains are over the middle of the long bar in the lower chain; and the suspending rods which support the beams on which the roadway is laid, are five feet distant from each other. The chains are of wrought cable iron; the beams are of cast iron, formed with open spaces, twenty-six feet eight inches long, ten inches deep at the neck of the tenons, and one inch thick in every part between the flanges. The whole cost has been a little above £20,000.

To this account we have only to add, that the centre of the arch of the stone bridge which crosses the southern stream has also been taken down, and a revolving drawbridge erected in its stead, by which vessels are allowed to pass and repass. The communication across the South Esk at Montrose, therefore, may now be considered to be as perfect as it can be rendered or desired.

From Montrose the road follows the line of the coast by Bervie and Stonehaven to Aberdeen, a distance of thirty-seven miles. The situation of New Aberdeen is extremely similar to that of Montrose, standing as it does on the north side of the large and rapid river Dee. Until lately, the only bridge across this river was the magnificent old bridge erected by Bishop Elphinstone in the early part of the six-

teenth century. Within the last three years, however, a suspension bridge has been erected between the town, and a road made at great expense, to communicate with the old one.

In this bridge the width between the stone piers is 200 feet; the breadth of the roadway is 22 feet, and its height above high water is 18 feet. It is within the recollection of many persons now alive, that the whole of the land at present in cultivation around Aberdeen was one brown heathery moor. Such is still the case with the whole district through which the above mentioned new road has just been completed; but from this operation we may probably date the commencement of a course of improvements, which will ere long transform this hitherto bleak and sterile tract into cultivated and productive fields. And here, while speaking of New-Aberdeen, we cannot help adverting to the small expense, both of money and of time, with which, thanks to steam navigation, a person residing even at so distant a point as London, may now accomplish a visit to this handsome northern city, remarkable for its rapid increase, the industry of its inhabitants, and the fine granite buildings of which it is entirely constructed. The voyage by sea is very little, if any thing, longer than to Edinburgh, and is usually performed by the steamboats in little more than fifty hours.

As New-Aberdeen is situated on the north side of the Dee, so Old Aberdeen stands on the south side of the Don. The Don, until within these few years, was crossed at Old Aberdeen by a very ancient bridge, called the *Brig of Balgownie*. We refer the reader to an interesting passage in Sir Thomas Dick Lauder's volume, entitled "An Account of the Great Floods of August, 1829, in the Province of Moray and adjoining Districts," for some curious particulars regarding this structure.

The new bridge of Don, which was built by Mr. Gibb, after a design by Mr. Telford, is about 520 feet in length, and consists of five arches, each of seventy-five feet span, and twenty-four feet rise. The total expense of the erection was £14,000. The effect of this improvement is to shorten the road by about half a mile, and to avoid three steep hills over which it was formerly carried. This structure, although in an unfinished state when the great flood of 1829 occurred, escaped on that occasion without injury. It was completed towards the end of the following year.

At Aberdeen the mail road leaves the coast, and proceeds across the country in nearly a straight line by Inverury, Huntley, Keith, and Fochabers, to Elgin, the county town of Morayshire. The whole distance from Aberdeen to Elgin is sixty-seven miles. The road is throughout excellent; and notwithstanding that it passes over a great deal of hilly country, is so artfully conducted that hardly a single heavy pull is encountered the whole way. Immediately beyond Fochabers, it is met by the impetuous and formidable river Spey, forming the boundary of the province of Moray, which notwithstanding its northern situation is one of the fairest portions of the island, and one of those in which vegetation is earliest. It used, however, to be in a manner separated and cut off from the rest of the country by this dangerous mountain torrent, until about twenty-five years ago, when a bridge was first built across it at Fochabers. It consisted of four arches, of which two were of ninety-five and two of seventy-five feet span each, the total length of water-way being 340 feet. But this bridge, during the floods of August, 1829, which destroyed or damaged nearly one hundred others, had the two arches next the left bank carried away, of which Sir Thomas Dick Lauder has given a striking account.

Various bridges over the river Findhorn, which bounds Morayshire to the west, and over the stream of the Lossie, on which the town of Elgin stands, were swept away on the same occasion, so that the country was at once cut off from all communication with the surrounding parts. Active measures, however, have since



been taken to repair the ruin produced by this visitation, and new bridges have already been erected in the line of the great road over all the three rivers.

The bridge at Elgin over the Lossie, of 80 feet span, is partly of cast metal and partly of timber.

From Elgin the mail proceeds along the coast of the Moray Frith to Inverness, and from thence westward to the termination of that estuary, when it crosses the Beaulieu Water, and ascends northwards to Dingwall, on the Frith of Cromarty. Pursuing for some time the direction of the northern coast of that Frith, it then arrives at Tain, on the Dornoch Frith, which it crosses by Meikle Ferry; after which the road runs along the coast for seventy miles, till it leaves it at Wick, and cuts across the country to Thurso on the Northern Ocean. This is the farthest point to which the London mail proceeds. Thurso, by the road which has been described, is 783 miles distant from London; and the journey is now accomplished by the mail, all stoppages included, in four days and fifty minutes.

The portion of the road which has just been described from the Beaulieu Water to Thurso has been constructed and is maintained in repair by the commissioners appointed under the act of parliament for superintending Highland roads and bridges. The works conducted by the parliamentary commissioners from the year 1803, when they commenced their operations, have done more to advance the civilization of the Highlands than all the other attempts of government for that purpose in the course of the preceding century. Speaking of what had been done up to 1817, Mr. Telford, the engineer, asserts, in a statement which will be found quoted at greater length in the "Results of Machinery," chap. vii, that the money then expended "had been the means of advancing the country at least one hundred years." The report made by the commissioners in 1828 (the fourteenth) contains an interesting communication, addressed to the late Lord Colchester, by Mr. Joseph Mitchell, on the improved state of the Highlands since the commencement of the works executed by the commissioners; with an abstract of a few of the statements presented in report which we may fitly conclude the present paper.

So little communication was then wont to be between the northern counties of Scotland and the south, owing to the want of roads, that, until of late years, the counties of Sutherland and Caithness were not required to return jurors to the circuits at Inverness. "Before the commencement of the present century, no public coach, or other regular vehicle of conveyance, existed in the Highlands. It was not till 1806 and 1811 that coaches were regularly established in these directions, being the first that ran on roads in the highlands. Since the completion of the parliamentary works, several others have successively commenced; and during the summer of last year, no less than seven different stage coaches passed daily to and from Inverness, making forty-four coaches arriving at, and the same number departing from, that town in the course of every week. \* \* \* Post-chaises, and other modes of travelling, have, during the same period, increased proportionably; and, instead of five post-chaises, which was the number kept in the town of Inverness about the year 1803, there are now upwards of a dozen, besides two establishments for the hire of gigs and riding horses. \* \* \* The number of private carriages in Inverness and its vicinity has likewise increased remarkably during the last 25 years, and no less than 160 coaches may now be seen attending the Inverness yearly races; whereas, at the commencement of that period, the whole extent of the Highlands could scarcely produce a dozen; and at no very distant date previously, a four-wheeled carriage was an object of wonder and veneration to the inhabitants. In 1715, the first coach or chariot seen in Inverness is said to have been brought

by the Earl of Seaforth. In 1760 the first post-chaise was brought to Inverness, and was for a considerable time the only four-wheeled carriage in the district. There are at present four manufactories for carriages at Inverness."

Formerly there were no inns; inns are now built, except in one instance, along the roads constructed by the commissioners, extending in length to upwards of 900 miles. The mails, which used to be carried only on runner's backs, are now sent to all the considerable towns in coaches, and three or four times a week to places off the direct line of road, to which they used to come only once. Finally, agriculture has received a prodigious impulse from these improvements; the value of property has been greatly increased; trade has been promoted; and the general condition of even the poorest of the inhabitants has been ameliorated by numerous accommodations and comforts which were formerly entirely out of their reach.

**Steam Carriage.**—On Wednesday last, our townsmen, Messrs. Heaton, (brothers,) made another experiment with their steam coach, to ascend the hill at Broomsgrove Lickey, which is a loose sandy surface, so much so, that the wheels of their machine (about fifty hundred weight) carried a bill of sand before them about three inches deep. The hill is about seven hundred yards long, and rises on an average one yard in nine, and in some places one yard in eight, and is declared by eminent surveyors to be the worst piece of road in the kingdom. This hill was mounted by their machine, with a stage coach attached, fifteen hundred weight, and nine persons, in nine minutes, in the presence of about two hundred spectators. They then took up their friends, twenty in number, they had brought from Birmingham, with five in addition, making twenty-five, and proceeded on to Grooms Grove, as far as the Market place; there they turned the machine round, and returned to the Crab Mill Inn, about fifteen miles; this was accomplished in two hours and twenty-two minutes, including all stoppages. Having staid a considerable time at the Crab Mill Inn, they returned home, calling at the various places on the road where they had before called in the morning, and receiving the congratulation of their friends at having accomplished the greatest undertaking in the history of steam locomotion on the common road. They arrived in Birmingham, bringing with them up Worcester street, an ascent of one yard in twelve, thirty-two persons.—[Birmingham Journal, 2d Sept.]

The Warrenton, N. C. Reporter, in announcing that a railroad meeting had been held in that place, makes the following remarks, from which we are pleased to learn that the Petersburg road has been the means of checking, in some measure, the tide of emigration from the section of country along its route: "The Roanoke and Oxford railroad, when completed, would be of incalculable advantage to this section of country. It would vastly increase the value of property. It would diminish considerably the cost of transportation, and would render many articles marketable which are now not worth the expense and trouble of sending them to market. Proprietors of large landed estates have every inducement to subscribe for stock, even if that stock should not realize extravagant profits, because upon the completion of the road their real estate would probably be doubled in value. They, however, are not the only persons interested in this matter. Every individual in Warren county who makes a bale of cotton, a few bushels of wheat, or indeed anything of any description for market, would immediately feel the advantages of the railroad. Let no man in this part of the world suppose for a moment that he is not personally interested in the projected improvement. We have been informed by persons entitled to credit, that before the commencement of the Petersburg Railroad, many planters along the route were anxious to remove to the west, but could not dispose of their lands on any terms. Since the railroad has been finished, their land has become valuable: they could now sell it with ease upon liberal terms, but have no disposition to do so. (Such are the advantages of this work, that the

people alongside of it are contented to remain where they are, although before it commenced they were anxious to emigrate. They are now willing to cultivate and improve their patrimonial estates, and spend their lives within their native Virginia. If commercial auxiliaries dispense these blessings in Virginia, would they be productive of contrary effects in North Carolina? The people of this State cannot adopt such an absurd and ridiculous opinion. We earnestly hope, and confidently believe, that the Petersburg and Roanoke Railroad, the product of the enlightened enterprise of a sister State, will be the great pioneer in the march of southern improvement."—[Petersburg Intel.]

**ACCIDENT.**—On Thursday last, while two men were employed in the mines of Mr. McIntyre, near the West Branch Railroad, an immense body of rock and slate suddenly gave way, and before the miners had time to think of making their escape, the gangway was completely blocked up, and they found themselves buried alive. In this awful situation they remained until three o'clock on Friday morning, at which time, through the unremitting exertions of their friends, who worked without interruption throughout the night, they were taken out in a state of great debility and exhaustion, but strong enough to warrant the hopes of speedy recovery. Great praise is due to those who exerted themselves with such persevering industry in behalf of these individuals, by which alone their miraculous preservation was effected. A horse which was in the mines was killed, being crushed to atoms by the overwhelming mass.—[Miner's Journal.]

**CANAL TOLLS.**—We learn from the Albany Argus that the amount of Tolls received upon the State Canals in the month of September, was \$203,685.82; being an increase of \$52,634, as compared with the receipts of the same month last year. Receipts of the year to 30th September, \$998,176.20; exceeding the receipts of last year, down to the same date, more than \$210,000.

[From the Charleston Courier of 9th October.]

**ANOTHER ACCIDENT ON THE RAILROAD.**—We have the unpleasant duty of recording another accident upon the Rail Road, from fire, which occurred yesterday about 2 o'clock, at Cypress Swamp, about five miles above Summerville. The Locomotive had five freight and two passenger cars attached; at the place above named, the cotton in the last of the freight cars was discovered to be on fire—as soon as it was possible to do so, the passenger cars, and the freight car which had taken fire, were detached from the train, but there being no water near, it was found impossible to extinguish the flames, and the car with its contents, consisting of 21 bales of cotton, were entirely consumed. The Road also took fire, and several lengths were burnt. A rope was attached to the Locomotive, and passed to the first passenger car, by means of which it was drawn through the fire; and the passengers were thus enabled to reach the city, after a detention of two or three hours.

We are informed by passengers; that fire had caught previously in the cotton on one of the freight cars, but, being discovered in time, was extinguished without any damage; and that another time, the car in which the passengers were seated took fire. It is stated that the canvass used for covering the cotton is too small, and not well secured. The ends of the bales of cotton project out, and from the velocity with which the cars proceed, the canvass flies up, and exposes the cotton to the sparks which are emitted from the Locomotive. This should be looked to by those who have the management of the Road, as we understand that the cotton would be effectually protected from fire if the canvass completely covered it.

The passengers all agree in stating that every possible exertion was made by those who were employed in the management of the cars.

We regret to learn that Mr. Benneville Brobst, at the Plymouth Locks, on the Schuylkill Canal, was drowned a few days since. The body has not yet been found.—[Miner's Journal.]



**CRYPTOGRAPHY:** the art of transmitting secret information by means of writing, which is intended to be illegible, except by the person for whom it is destined. The ancients sometimes shaved the head of a slave, and wrote upon the skin with some indelible coloring matter, and then sent him, after his hair had grown again, to the place of his destination. This is not, however, properly secret writing, but only a concealment of writing. Another sort, which corresponds better with the name, is the following, used by the ancients. They took a small stick and wound around it bark, or papyrus, upon which they wrote. The bark was then unrolled and sent to the correspondent, who was furnished with a stick of the same size. He wound the bark again, round this, and thus was enabled to read what had been written.

This mode of concealment is evidently very imperfect. Cryptography properly consists in writing with signs, which are legible only to him for whom the writing is intended, or who has a key or explanation of the signs. The most simple method is to choose for every letter of the alphabet some sign, or only another letter. But this sort of cryptography (*chiffre*) is also easy to be deciphered without a key. Hence many illusions are used. No separation is made between the words, or signs of no meaning are inserted among those of real meaning. Various keys, likewise, are used, according to rules before agreed upon. By this means, the decyphering of the writing becomes dif-

ficult for a third person, not initiated; but it is likewise extremely troublesome for the correspondents themselves; and a slight mistake often makes it illegible, even by them.

Another mode of communicating intelligence secretly, viz. to agree upon some printed book, and mark the words out, is also troublesome and not at all safe. The method of concealing the words which are to convey the information intended in matter of a very different character, in a long letter, which the correspondent is enabled to read, by applying a paper to it, with holes corresponding to the places of the significant words, is attended with many disadvantages: the paper may be lost; the repetition of certain words may lead to discovery; and the difficulty of connecting the important with the unimportant matter, so as to give the whole the appearance of an ordinary letter, is considerable. If this is effected, however, this mode has the advantage of concealing the fact that any secrecy is intended.

Writing with sympathetic ink, or milk, lemon juice, &c. is unsafe, because the agents to make the letters visible are too generally known. Hence the *chiffre quare*, or *chiffre indechiffrable*, so called, has come very much into use, because it is easily applied, difficult to be decyphered, and the key may be preserved in the memory merely, and easily changed. It consists of a table, in which the letters of the alphabet, or any other signs agreed upon, are arranged under one another, thus:

a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a
c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b
d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c
e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d
f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e
g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f
h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g
i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h
k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i
l	m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k
m	n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l
n	o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m
o	p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n
p	q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o
q	r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p
r	s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q
s	t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r
t	u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s
u	v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t
v	w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u
w	x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v
x	y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w
y	z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x
z	a	b	c	d	e	f	g	h	i	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y

Any word is now taken for a key: *Paris*, for example. This is a short word, and, for the sake of secrecy, it would be well to choose for the key some one or more words less striking. Suppose we wish to write in this cypher, with this key, the phrase "We lost a battle;" we must write *Paris* over the phrase, repeating it as often as is necessary, thus:

*ParisParisPar*  
We lost a battle

We now take, as a cypher for *w*, the letter which we find in the square opposite *w*, in the left marginal column, and under *p* on the top, which is *m*. Instead of *e*, we take the letter opposite *e*, and under *a*, which is *f*; for *l*, the letter opposite *l*, and under *r*, and so on.

Proceeding thus, we should obtain the following series of letters:

*m f c x l i b t k m i m w*

The person who receives the epistle writes the key over the letters: as,

*ParisParisPar*  
*m f c x l i b t k m i m w*

He now goes down in the perpendicular line, at the top of which is *p*, until he meets *m*, opposite to which, in the left marginal column, he finds *w*. Next, going in the line of *a*, down to *f*, he finds on the left *e*. In the same way, *r* gives *l*, *i* gives *o*, and so on. Or you may reverse the process: begin with *p*, in the left marginal column, and look along horizontally till you find *m*, over which, in the top line, you will find *w*. It is easi-

ly seen that the same letter is not always designated by the same cypher; thus, *e* and *a* occur twice in the phrase selected, and they are designated respectively by the cyphers *f* and *w*, *b* and *k*. Thus the possibility of finding out the secret writing is almost excluded. The key may be changed from time to time, and a different key may be used with each correspondent. The utmost accuracy is necessary, because one character, accidentally omitted, changes the whole cypher. The correspondent, however, may ascertain this with considerable trouble.—[British Cyclopædia.]

**THE ANGLO-CHINESE KALENDAR FOR THE YEAR OF THE CHRISTIAN ERA 1833.**—We have before us a copy of a publication, with the above title, bearing to be printed in China, at the Albion press, and to be on sale "at Markwick and Lane's, Canton, and Macao;" "where also," it is added, "may be obtained, A Companion to the Anglo-Chinese Kalendar for 1832, containing various commercial and other tables, many of which continue applicable to the present time." The price of the Companion is one Spanish dollar, that of the Kalendar half as much, or 50 cents. We regard this production as a very great curiosity, and as one of the most interesting signs of the times. The printing press may be said to take a decided part in the regulation of human affairs, when it begins to throw off newspapers and almanacs. Up to this point literature is the luxury of a few; thenceforth it becomes a necessary of life to all, and exercises the power appertaining to that character. The present is, over all the globe, the age of this its new and more mighty manifestation. It is some years since a newspaper, printed partly in the native tongue of the tribe, was established among the Cherokees of North America. There is more than one newspaper now published in the popular dialect of India. Even the Turks now have their printed newspaper; and here we have an Almanac and Companion printed in China, where we believe an English newspaper has also been for some time published. This country, indeed, is the native land of the art of printing, which was practised here many centuries before it was known in Europe; but yet, all circumstances considered, the appearance of an English Almanac from the press of Canton is perhaps more remarkable than any of the other novelties we have mentioned.

The Anglo-Chinese Kalendar commences by some introductory remarks on the Chinese year, which is luni-solar—that is to say, is regulated by the motions of the moon, but is accommodated also, in a rude and imperfect way, to that of the sun, by the insertion, or intercalation, as it is called, of an occasional thirteenth month, when requisite. The year 1833 of our reckoning corresponds to the Chinese year *Kwei-se*, or the thirtieth of the 75th cycle of sixty, which commenced on the 20th of February, and is the thirteenth of the reigning Emperor Taoukwang. The Chinese week consists, like our own, of seven days, one of which is kept as a holiday or sabbath.

The present Kalendar is drawn up according to the European form, and contains, besides notices of anniversaries, a list of festivals and remarkable days, comprehending most of those observed either in China or Christendom. Some notes are appended,



explanatory of the Chinese festivals, from which we shall give one or two extracts. The following is the note on the festival of Spring, or the Leih-chun term-day, being the 15th day of the 12th moon, which this year fell on the 4th of February: "This day, the period of the sun's reaching the 15th degree in Aquarius, is one of the chief days of the Chinese Kalendar, and is celebrated with great pomp, as well by the government as by the people. In every capital city there are made, at this period, two clay images, of a man and a buffalo. The day previous to the festival, the chefoo, or chief city-magistrate, goes out to *ying chun*, meet spring; on which occasion children are carried about on men's shoulders, each vying with his neighbor in the gorgeousness and fancifulness of the children's dresses. The following day, being the day of the festival, the chefoo again appears as priest of spring, in which capacity he is, for the day, the first man in the province. Hence the chief officers do not move from home on this day. After the chefoo has struck the buffalo with a whip two or three times, in token of commencing the labors of agriculture, the populace then stone the image till they break it in pieces. The festivities continue ten days."

The 20th of February, as already mentioned, was this year the new-year's day of the Chinese. It is called by them Yuen tan, or "the first morning." "The period of new year," says the Kalendar, "is almost the only time of universal holiday in China. Other times and seasons are regarded only by a few, or by particular classes, but the new year is accompanied with a general cessation of business. The officer, the merchant, and the laborer, all equally desist from work, and zealously engage in visiting and feasting,—occasionally making offerings at the temples of those deities whose peculiar aid they wish to implore. Government offices are closed for about ten days before, and twenty days after new year; during which period none but very important business is transacted. On the last evening of the old year, all tradesmen's bills and small debts are paid. This is perhaps the reason why it is called *choo scih*, the evening of dismissal."

We may add the account of the festival of dragon boats, called in Chinese Twan-woo or Twang-yang, and also Teen-chung, falling this year on the 22d of June. "On this day many people race backwards and forwards, in long narrow boats, which being variously painted and ornamented, so as to resemble dragons, are called *lung chuen*, 'dragon boats.' From the narrowness of the boats, and the number of persons on board, there being sometimes from sixty to eighty oars, or rather paddles, it frequently happens that several of the boats break in two; so that the festivities seldom conclude without loss of several lives. Tradesmen's accounts are cleared off at this period."

The Chinese, we find, have their immortal Francis Moore as well as ourselves. The 5th of July, being the eighteenth day of the fifth moon, is the birth-day of the astronomer Chang, of whom the following account is given: "This individual, who formerly superintended the making of the Chinese Kalendar, is supposed still to exist, and to predict eclipses, and other astronomical, as well as astrological, phenomena."

The most interesting part of this Kalendar, however, is its account of the Chinese

seasons, given in the form of notices at the head of each month. It may be presumed that, prepared as they are in the country to which they refer, the correctness of these descriptions may be depended on; and we shall therefore give the whole.

"*January.*—The weather during the month of January is dry, cold, and bracing; differing but little, if at all, from the two preceding months, November and December. The wind blows generally from the north, occasionally inclining to north-east or north-west. Any change to south causes considerable variation in the temperature of the atmosphere.

"*February.*—During this month the thermometer continues low; but the dry, bracing cold of the three preceding months is changed for a damp and chilly atmosphere. The number of fine days is much diminished, and cloudy or foggy days are of more frequent recurrence in February and March than in any other months. At Macao the fog is often so dense as to render objects invisible at a very few yards distance.

"*March.*—The weather in the month of March is also damp and foggy, but the temperature of the atmosphere becomes considerably warmer. To preserve things from damp, it is requisite to continue the use of fires and closed rooms, which the heat of the atmosphere renders very unpleasant. From this month the thermometer increases in height until July and August, when the heat is at its maximum.

"*April.*—The thick fogs which begin to disappear towards the close of March are in April seldom if ever seen. The atmosphere, however, continues damp, and rainy days are not unfrequent. At the same time the thermometer gradually rises, the nearer approach of the sun rendering its heat more perceptible. In this and the following summer months, south-easterly winds generally prevail.

"*May.*—In this month summer is fully set in, and the heat, particularly in Canton, is often oppressive; the more so from the closeness of the atmosphere, the winds being usually light and variable. This is the most rainy month in the year, averaging fifteen days and a half of heavy rain; cloudy days without rain are, however, of unfrequent occurrence; and one half of the month averages fair sunny weather.

"*June.*—June is also a very wet month, though, on an average, the number of rainy days is less than in the other summer months. The thermometer in this month rises several degrees higher than in May, and falls but little at night. It is this circumstance, chiefly, which occasions the exhaustion often felt in this country from the heat of summer.

"*July.*—This month is the hottest in the year, the thermometer averaging eighty-eight in the shade at noon, both at Canton and Macao. It is likewise subject to frequent heavy showers of rain; and, as is also the month of August, to storms of thunder and lightning. The winds blow almost unintermittingly from south-east or south.

"*August.*—In this month the heat is generally as oppressive, and often more so, than in July, although the thermometer usually stands lower. Towards the close of the month the summer begins to break up, the wind occasionally veering from south-east to north and north-west. Typhons seldom occur earlier than this month, or later than the end of September.

"*September.*—In this month the monsoon is entirely broken up, and northerly winds begin to blow, but with little alleviation of heat. This is the period most exposed to the description of hurricanes called Typhons, the range of which extends southwards, over about one half of the Chinese sea, but not far northward. They are most severe in the Gulf of Tonquin.

"*October.*—Northerly winds prevail during the month of October, occasionally veering to the north-east or north-west; but the temperature of the atmosphere is neither so cold nor so dry as in the following months. Neither does the northerly wind blow so constantly, a few days of southerly wind frequently intervening. The winter usually sets in with three or four days of drizzling rain.

"*November.*—This month and the following are the pleasantest in the year, to the feelings, at least, of persons from more northern climes. Though the thermometer is not often below forty, and seldom so low as thirty, the cold of the Chinese winter is often intense. Ice sometimes forms about one-eighth of an inch thick, but this is usually in December or January.

"*December.*—The months of December and January are remarkably free from rain; the average fall in each month being under one inch, and the average number of rainy days being only three and a half. On the whole, the climate of Canton, but more especially of Macao, may be considered very superior to that of most other places situated between the tropics."

The following table presents a view of the range of the thermometer at Canton:

	Average, Noon.	Average, Night.	Highest.	Lowest.
January . . .	64	50	74	29
February . . .	57	49	78	38
March . . .	72	60	82	44
April . . .	77	68	86	55
May . . .	78	72	88	64
June . . .	85	79	90	74
July . . .	88	81	94	79
August . . .	85	78	90	75
September . . .	83	76	88	70
October . . .	77	69	85	57
November . . .	67	57	80	40
December . . .	62	52	70	45

[Penny Magazine: C. Knight, London.]

#### Babbage on the Economy of Manufactures.

[Continued from page 665.]

##### ON COMBINATIONS OF MASTERS AGAINST THE PUBLIC.

291. A species of combination occasionally takes place amongst manufacturers against persons having patents; and these combinations are always injurious to the public, as well as unjust to the inventors. Some years since, a gentleman invented a machine by which modellings and carvings were cut in mahogany and other fine woods. The machine resembled, in some measure, the drilling apparatus employed in ornamental lathes; it produced beautiful work, at a very moderate expense; but the cabinet-makers met together, and combined against it, and the patent has consequently never been worked. A similar fate awaited a machine for cutting veneers by means of a species of knife. In this instance, the wood could be cut thinner than by the circular saw, and no waste of it was incurred; but "the trade" set themselves against it, and, after a heavy expense, it was given up.

Similar examples of combination seem not to be unfrequent, as appears by the Report of the Committee of the House of Commons on Patents for Inventions, June, 1829. See the evidence of Mr. Holdsworth.



292. There occurs another kind of combination against the public, with which it is difficult to deal. It usually ends in a monopoly, and the public are then left to the discretion of the monopolists not to charge them above the "growing point"—that is, not to make them pay so much as to induce them actually to combine against the imposition. This occurs when two companies supply water or gas to consumers by means of pipes laid down under the pavement in the streets of cities: it may possibly occur also in docks, canals, railroads, &c. and in other cases where the capital required is very large, and the competition very limited. If water or gas companies combine, the public immediately loses all the advantages of competition; and it has generally happened, that, at the end of a period during which they have undersold each other, the several companies have agreed to divide the whole district supplied into two or more portions, and that each company has removed its pipes from all streets but those in its own portion of the district. This removal causes great injury to the pavement, and when the pressure of increased rates induces a new company to start, the same inconvenience is again produced. Perhaps one remedy to evils of this kind might be, when a charter is granted to such companies, to restrict, to a certain amount, the rate of profit to be divided on the shares, and to direct that any profits beyond shall accumulate for the repayment of the original capital. This has been done in several late acts of Parliament, establishing companies. The maximum rate of profit allowed ought to be liberal, to compensate for the risk, and the public ought to have auditors on their part, and the accounts should be annually published, for the purpose of preventing the object of the limitations from being defeated. It must, however, be admitted that this is an interference with capital, which, if allowed, should be examined with great circumspection in each individual case, until some general principle is established on well admitted grounds.

293. An instrument, called a gas-meter, which ascertains the quantity of gas used by each consumer, has been introduced, and furnishes a satisfactory mode of determining the payments to be made by individuals to the gas companies. An instrument somewhat similar in its nature might be contrived for the sale of water; but, in that case, a difficulty is to be apprehended, arising from the diminished quantity which would then run to waste: the streams of water running through the sewers in London are largely supplied from this source; and if the quantity of water flowing through them were diminished, the drainage of the metropolis might be injuriously affected.

294. A powerful combination has long existed amongst the coal owners in the north of England, by which the public has suffered in the payment of increased price. The late examination of evidence before a Committee of the House of Commons has explained its mode of operation, and the Committee have recommended that, for the present, the sale of coal should be left to the competition of other districts.

295. A powerful combination of another kind exists at this moment to a great extent, and operates upon the price of the very pages which are now communicating information respecting it. A subject so interesting to every reader, and still more so to every manufacturer of the article which the reader consumes, deserves an attentive examination.

We have previously shown, (at page 44,) the component parts of the expense of each copy of the present work; and we have seen that the total amount of its cost of production, exclusive of any payment to the author for his labor, is 2s. 3<sup>1</sup>/<sub>4</sub>d.

Another fact, with which the reader is more practically familiar, is that he has paid, or is to pay, his bookseller six shillings for the volume. Let us now examine into the distribution of these six shillings, and then, having the facts of the case before us, we shall be better able to

judge of the merits of the combination, and to explain its effects.

Distribution of the profits on a six-shilling book:

	Buys at.	Sells at.	Profit on capital expended.
	s. d.	s. d.	
No. I. The Publisher, who accounts to the author for every copy received,	3 10	4 2	10 per cent.
No. II. Bookseller, who retails to the public,	4 2	6 0	44 " "
Or,	4 6	6 0	33 <sup>1</sup> / <sub>4</sub> " "

No. I, the Publisher, is a bookseller: he is, in fact, the author's agent. His duties are to receive and take charge of the stock, for which he supplies warehouse room; to advise the author about the times and methods of advertising; and to insert the advertisements. As he publishes other books, he will advertise lists of those sold by himself; and thus, by combining many in one advertisement, diminish the expense to each of his principals. He pays the author only for the books actually sold, consequently he makes no outlay of capital, except that which he pays for advertisements; but he is answerable for any bad debts he may make in disposing of them. His charge is usually ten per cent. on the returns.

No. II is the Bookseller, who retails the work to the public. On the publication of a new book, the publisher sends round to the trade to receive subscriptions from them for any number of copies not less than two. These copies are usually charged to the subscribers, on an average, at about four or five per cent. less than the wholesale price of the book: in the present case they pay 4s. 2d. for each copy. After the day of publication, the price charged by the publisher to the booksellers is 4s. 6d. Different publishers offer different terms to the subscriber; and it is usual, after intervals of about six months, for the publisher again to open a subscription list, so that if the work be one for which there is a steady demand, the trade avail themselves of these opportunities of purchasing, at the reduced rate, enough to supply their probable demand.

296. The volume thus purchased of the publisher at 4s. 2d. or 4s. 6d. is retailed by the bookseller to the public at 6s. In the one case he makes a profit of forty-four, in the other of thirty-three per cent. Even the smaller of these two rates of profit, on the capital employed, certainly appears to be too large. It sometimes happens that when a purchaser inquires for a book, the retail dealer sends across the street to the wholesale agent, and receives for this trifling service one-fourth part of the money the purchaser pays; and perhaps the retail dealer also takes six months credit for the price which the volume actually cost him. It is stated that all retail booksellers allow to their customers a discount of ten per cent. upon orders above 20s., and that, therefore, the nominal profit of forty-four or thirty-three per cent. is considerably reduced. If this is the case, it may fairly be inquired why the price of £2, for example, is printed upon the back of a book, when every bookseller is ready to sell it at £1 16s.; and why those who are unacquainted with that circumstance should be made to pay more than others who are better informed?

Another reason has been assigned for the great profit charged upon books, namely, that the purchasers take long credit. This is probably a fact; and, admitting it, no reasonable person can object to a proportionate increase of price. But, certainly, it is equally clear that gentlemen, who do pay ready money, should not be charged the same price as those who defer their payments to a very remote period. In the country, there is a greater appearance of reason for a considerable allowance between the retail dealer and the public, because the profit of the country bookseller will be diminished by the expense of the conveyance of the books from London; but, even in this case, it appears to be too large when compared with the rate of interest which capital produces in other trades.

297. That the profit in retailing books is

really too large is proved by two circumstances: First, That the same nominal rate of profit has existed in the book-selling trade for a long series of years, notwithstanding the great fluctuations in the rate of profit on capital invested in every other business. Secondly, That, until very lately, a multitude of booksellers in all parts of London were willing to be satisfied with a much smaller profit, and to sell, for ready money, or at short credit, to persons of undoubted character, at a profit of only ten per cent., and, in some instances, even at a still smaller percentage, instead of that of twenty-five per cent. on the published prices. It cannot be pretended that this high rate of profit is necessary to cover the risk of the bookseller having some copies left on his shelves, because he need not buy of the publisher a single copy more than he has orders for; and even if he do purchase more at the subscription price, he proves, by that very purchase, that he himself does not estimate that risk at above from four to eight per cent. It should also be remarked, that the publisher is generally a retail, as well as a wholesale, bookseller; and that, besides the profit which he realizes on every copy sold by him in his capacity of agent, he is allowed to charge the author as if every copy had been subscribed for at 4s. 2d., and of course he receives the same profit as the rest of the trade for those retailed in his shop.

298. Now, a certain number of the London booksellers have combined together. One of their objects is to prevent any bookseller from selling a book at less than ten per cent. under the published price; and in order to enforce this principle, they refuse to sell books, except at the publishing price, to any bookseller who declines signing their agreement. By degrees, many were prevailed upon to join this combination; and the effect of the exclusion it inflicted, left the small capitalist no option between signing or having his business destroyed. Ultimately, nearly the whole trade, comprising about two thousand four hundred persons, have signed the agreement.

As might be naturally expected from an agreement so injurious to many of the parties to it, disputes have arisen: several booksellers have been placed under the ban of the combination, who allege that they have not violated its rules, and who accuse the opposite party of using spies, &c. to entrap them.

299. The origin of this combination has been explained by Mr. Pickering, of Chancery lane, himself a publisher, in a printed statement, entitled "Booksellers' Monopoly."

The following list of booksellers has been copied from that printed at the head of each of the cases published by Mr. Pickering, of the booksellers who form the committee for conducting this combination: J. Allen, 7 Leadenhall street—J. Arch, 61 Cornhill—R. Baldwin, 47 Paternoster row—J. Booth—J. J. Duncan, 37 Paternoster row—J. Hatchard, Piccadilly—R. Marshall, Stationers' Court—J. Murray, Albemarle street—O. Rees, 39 Paternoster row—J. M. Richardson, 23 Cornhill—J. Rivington, St. Paul's Church-yard—E. Wilson, Royal Exchange.

300. In whatever manner the profits are divided between the publisher and the retail bookseller, the fact remains, that the reader has paid for the volume in his hands 6s., and that the author will receive only 3s. 10d., out of which latter sum the expense of printing the volume must be paid: so that in passing through two hands this book has produced a profit of forty-four per cent. This excessive rate of profit has drawn into the book trade a larger share of capital than was really advantageous; and the competition between the different portions of that capital has naturally led to the system of underselling, to which the committee above-mentioned are endeavoring to put a stop.\*

\* The Monopoly Cases, Nos. 1, 2, and 3, of those published by Mr. Pickering, should be consulted; and, as the public will be better able to form a judgment by hearing the other side of the question, perhaps the Chairman of the Committee (Mr. Richardson) would print those Regulations respecting the trade, a copy of which, Mr. Pickering states, is refused by the Committee even to those who sign them.



There are two parties who chiefly suffer from this combination—the public and authors. The first party can seldom be induced to take an active part against any grievance; and, in fact, little is required from it, except a cordial support of the authors, in any attempt to destroy a combination so injurious to the interests of both. Many an industrious bookseller would be glad to sell for 5s. the volume which the reader holds in his hand, and for which he has paid 6s.; and, in doing so for *ready money*, the tradesman who paid 4s. 6d. for the book would realize, without the least risk, a profit of eleven per cent. on the money he had advanced. It is one of the objects of the combination we are discussing, to prevent the small capitalist from employing his capital at that rate of profit which he thinks most advantageous to himself; and such a proceeding is decidedly injurious to the public.

301. Having derived little pecuniary advantage from my own literary productions, and being aware that, from the very nature of their subjects, they can scarcely be expected to reimburse the expense of preparing them, I may be permitted to offer an opinion, which I believe to be as little influenced by any expectation of advantage from the future as it is by any disappointment at the past. Before, however, we begin to sketch the plan of a campaign against Paternoster row, it will be fit to inform the reader of the nature of the enemy's forces, and of his means of attack and defence. Several of the great publishers find it convenient to be the proprietors of Reviews, Magazines, Journals, and even of Newspapers. The Editors are paid, in some instances very handsomely, for their superintendence; and it is scarcely to be expected that they should always mete out the severest justice on works by the sale of which their employers are enriched. The great and popular works of the day are of course reviewed with some care, and with deference to public opinion. Without this, the journals would not sell; and it is convenient to be able to quote such articles as instances of impartiality. Under shelter of this, a host of ephemeral productions are written into a transitory popularity; and by the aid of this process, the shelves of the booksellers, as well as the pockets of the public, are disencumbered. To such an extent are these means employed, that some of the periodical publications of the day ought to be regarded merely as *advertising machines*. That the reader may be in some measure on his guard against such modes of influencing his judgment, he should examine whether the work reviewed is published by the bookseller who is the proprietor of the review: a fact which can sometimes be ascertained from the title of the book as given at the head of the article. But this is by no means a certain criterion, because partnerships in various publications exist between houses in the book trade, which are not generally known to the public: so that, in fact, until Reviews are established in which booksellers have no interest, they can never be safely trusted. *Nes.*

302. In order to put down the combination of booksellers, no plan appears so likely to succeed as a counter-association of authors. If any considerable portion of the literary world were to unite and form such an association, and if its affairs were directed by an active committee, much might be accomplished. The objects of this union should be to employ some person well skilled in the printing, and in the bookselling trade; and to establish him in some central situation as their agent. Each member of the association to be at liberty to place any, or all of his works, in the hands of this agent for sale; to allow any advertisements, or lists of books published by members of the association, to be stitched up at the end of each of his own productions: the expense of preparing them being defrayed by the proprietors of the books advertised. The duties of the agent would be to retail to the public, for *ready money*, copies of books published by members of the association; to sell to the trade at prices

agreed upon any copies they may require; to cause to be inserted in the journals, or at the end of works published by members, any advertisements which the committee or authors may direct; to prepare a general catalogue of the works of members; to be the agent for any member of the association in treating respecting the printing of any work. Such a union would naturally present other advantages; and as each author would retain the liberty of putting any price he might think fit on his productions, the public would still have the advantage of reduction in price produced by competition between authors on the same subject, as well as of that arising from a cheaper mode of publishing the volumes sold to them.

303. Possibly one of the consequences resulting from such an association would be the establishment of a good and an impartial Review, a work whose want has been felt for several years. The two long established and celebrated Reviews, the unbending champions of the most opposite political opinions, are, from widely differing causes, exhibiting unequivocal signs of decrepitude and decay. The Quarterly advocate of despotic principles is fast receding from the advancing intelligence of the age; and the new strength and new position which that intelligence has acquired for itself demands for its expression new organs, equally the representatives of intellectual power and of its moral energies; whilst, on the other hand, the sceptre of its Northern rival has passed from the vigorous grasp of those who established its dominion into feebler hands.

A difficulty has been stated that those most competent to supply periodical criticism are already engaged. But it is to be observed that there are many who now supply literary criticisms to journals whose political principles they disapprove; and that if once a respectable and well supported Review\* were established, capable of competing, in payment to its contributors, with the wealthiest of its rivals, it would very soon be supplied with the best materials the country can produce.†

\* At the moment when this opinion as to the necessity for a new Review was passing through the press, I was informed that the elements of such an undertaking, were already organized.

† It has been suggested to me, that the doctrines maintained in this chapter may subject the present volume to the opposition of that combination which it has opposed. I do not entertain that opinion; and for this reason, that the booksellers are too shrewd a class to supply such an admirable passport to publicity. But should my readers take a different view of the question, they can easily assist in remedying the evil, by each mentioning the existence of this little volume to two of his friends.

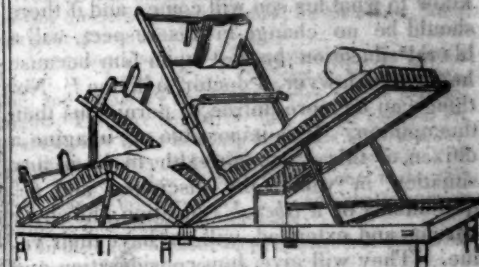
**NEW SAW.**—A machine has recently been constructed by a Mr. Job White, of Belfast, Maine, by which a saw, of the proper form, is made to operate lengthwise of the log, cutting round it, and approaching the centre in a spiral direction, in such a manner as to cut the log into one continuous board. The board unwinds from the log, like the cloth from a weaver's beam.

This invention will be of great value to carriage makers, who use bass-wood boards for pannels, as they may be cut from much smaller, or even hollow logs.—[Northern Farmer.]

**CHLORIDE OF SODA.**—A singular case of a severe burn cured by the use of a solution of the chloride of soda, is recorded in the London Lancet. An attorney, in attempting to put out the flames that had attacked the curtains of his bed, had got his hands burned—blistered, but not broken. He sent for a couple of quarts of the lotion, (4 oz. of the solution to a pint of water,) had it poured into soup plates, wrapped his hands in lint, as no skin was broken, and so kept them for some time. Next morning he was so perfectly well that only one small dried patch of burn remained; yet an hour and a half had elapsed before the application. The same

solution has been equally effectual in scalds and bruises. It never fails almost immediately to heal a "black eye." When the chloride is used for scalds, it is necessary to use with it in the after applications some spermaceti oil.—[Philadelphia Sentinel.]

**INVALID BED.**—There are many contrivances under this name, but the one represented beneath seems the best mechanical arrangement for the purpose.



It is the invention of Mr. Earl, and consists of a strong frame supporting a jointed bedstead. The situation of the pillow points out the part of the apparatus which supports the upper portion of the body. The mattress should be either of horse-hair or wool, and nailed round its edges to the upper division of the moveable frame.

Another form of bed for an invalid has been suggested by Dr. Arnott. (See page 37, Vol. II.) It consists of a trough containing water, and covered with a cloth composed of cotton coated with Indian rubber. This forms one of the softest and most flexible beds that has ever been devised.—[Partridge.]

**SAUERKRAUT, OR SALTED CABBAGE.**—It is only ten or fifteen years since this article was introduced on board British ships of war, as an article possessed of valuable antiscorbutic properties. Experience proving it to be valuable for the above mentioned qualities, it is still retained in their supplies. It has long been in use on board of German and Dutch national vessels, as well as merchant ships, the crews of which, even during the longest voyages, remain perfectly free from scorbutic complaints. From time immemorial it has formed a favorite standing dish to the robust inhabitants of the north of Europe, during their long and rigorous winters. It is recommended by cheapness, savor, salubrity, and simplicity of preparation. Cabbage should be taken that has sustained two or three white frosts previous to being gathered. Sound compact heads should be chosen; the green and imperfect leaves should be carefully removed, each head divided, and the stalk cut out, then sliced fine with an instrument made for the purpose: a suitable tub, barrel shaped, should be prepared. After cutting, it should be salted with the proportion of a pint of fine salt to the bushel of cabbage, well intermingled, which may then be gradually packed in the tub, pressing it continually with an appropriate wooden rammer. It should then be covered with a circular board, two inches less in diameter than the tub, and a weight of 20 or 30 lbs. placed on it. In two weeks it will undergo the acetous fermentation, when it will be fit for use. Attention should be paid to it every week, to skim the froth from the brine, to wash the board, stone, and sides of the tub. When Sauerkraut is taken out of the tub to cook, it should always be washed with fresh water, and cooked without the addition of any other vegetable. A piece of fat pork, beef, or a fat goose, enclosed with the Sauerkraut, in a close tin vessel, and stewed three hours, forms an excellent dish, and is the more valuable as it can be had at the seasons of the year, and under circumstances, that vegetables cannot be procured.—[Daily Chronicle.]



**EDUCATION.**—The following beautiful extract is from an address delivered before the Zetosophic Society of the University of Pennsylvania, by Hon. Joseph Hopkins, LL. D., page 26:

"The American parent does an injustice to his child which he can never repair, for which no inheritance can compensate, who refuses to give him a full education because he is not intended for a learned profession. Whatever he may intend, he cannot know to what his son will come; and if there should be no change in this respect, will a liberal education be lost upon him because he is not a lawyer, a doctor, a divine? Nothing can be more untrue, or pernicious than this opinion. It is impossible to imagine a citizen of this commonwealth, to be in any situation in which the discipline and acquirements of a liberal education, however various and extended, will not have their value. They will give him consideration and usefulness, which will be seen and felt in his daily intercourse of business or pleasure; they will give him weight and worth as a member of society, and be a never-failing source of honorable, virtuous, and lasting enjoyment, under all circumstances, and in every station of life. They will preserve him from the delusion of dangerous errors, and the seductions of degrading and destructive vices. The gambling table will not be resorted to to hasten the slow and listless step of time, when the library offers a surer and more attractive resource. The bottle will not be applied to to stir the languid spirit to action and delight, when the magic of the poet is at hand to rouse the imagination and pour its fascinating wonders on the soul. Such gifts, such acquirements, will make their possession a true friend, a more cherished companion, a more interesting, beloved, and loving husband, a more valuable and respected parent."

**CHAIN SAW.**—P. P. Quimby, of Belfast, (Me.) has invented a saw for cutting lumber, &c. which is believed to be an important improvement. The power may be supplied by horse, steam, or water. The Belfast Journal says: It is put together much like a watch chain. The teeth are separate, and new ones are added as easily as teeth can be set in the common saw. It runs over two cylinders with grooves, and saves more than one half of the time and labor of the straight saw, as it is constantly operating, and it moves like the circular saw. It saws back and forth, and thus saves all the time occasioned by the necessity of carrying back the carriage of the common saw. It unites most completely all the advantages of both the straight and circular saw, and promises to make a rapid and complete revolution in the whole business of sawing wood, marble, &c. We have seen the model, or rather the miniature, in successful operation, doing its office with surprising precision and beauty. A patent, we hear, has been secured, and a saw on a large scale will shortly be put into action. It has attracted much attention from many curious and practical observers of its principle and work, and will well reward the trouble any one may take to call and examine it.

**NEW OVEN.**—We have lately examined a model of an oven on a new construction, invented and patented by Mr. Joseph C. Carlisle, of Chesterville. It is built of brick,

like any oven, but below the hearth is a vacancy for the fire; and the flue runs spirally around the outside of it—so that it is heated from the outside. It requires no sweeping or wetting of the hearth, and of course is exempt from the cracking which is often occasioned thereby. It may be kept constantly hot, if necessary, as the fire does not communicate at all with the inside of it.—[Maine Farmer.]

#### NEW-YORK AMERICAN.

OCTOBER 19, 21, 22, 23, 24, 25—1833.

#### LITERARY NOTICES.

**UNITED STATES MILITARY AND NAVAL MAGAZINE.** Nos. 5 and 6 of Vol. I, and 1 and 2 of Vol. II; Washington, BENJ. HOWARD. Accidental circumstances have prevented our noticing in succession, as they appeared; and as, while periodicals are not yet fully established, it is our wish to do—the numbers of this magazine, till they have now largely accumulated on our hands. The delay, however, has enabled us, by instituting a sort of comparative examination among many of them, to ascertain, as we have done to our satisfaction, the progressive character of the work, and consequently to recommend it the more confidently to the support of the two services to whose interest and honor it is especially devoted, as well as to the patronage of the public generally. War is not the whole business of military life, nor the only topic which can give zest to its annals. In our service particularly, both by land and sea, our small but well educated and well disciplined forces, have a constant field before them of peaceful adventure, and curious and interesting research, which may and should be advantageously cultivated, and the result of which might both profitably and agreeably be communicated through the pages of this magazine. There seems, too, a peculiar fitness, that, in a country so extensive as ours, there should be a common repository for the thoughts, the feelings, and the achievements of those who are vowed to its defence, but very many of whom may yet pass through long, long years of service without ever being brought into personal communication with each other. In such a magazine as this they may, however widely separated, still speak to each other, and thus cultivate that mutual harmony and pride of profession which is summed up in the French phrase of *Esprit de Corps*.

Of the manner in which the work is sustained—while expressing upon the whole a favorable opinion in regard to it—we must yet say, that there is to our knowledge, both in the army and navy, talent to render it more forcible and attractive than it has yet been. The editor and publisher does his part fairly and impartially, and it concerns the honor of both services that a miscellany, bearing their title and superscription, should not be abandoned too entirely to the pens of unpractised juniors for its supplies.

**THE PEOPLE'S MAGAZINE, PART I and II.**

**PETER PARLEY'S MAGAZINE, Part I and II.** Boston, Lilly, Wait & Co.; N. York, Mahlon Day, and John Wiley Agent.

The first of these publications appears semi-monthly in numbers, each one containing many engravings or wood cuts, and treating in a brief but intelligent manner, every variety of subject calculated to interest or inform the reader: the whole at the price of one dollar per annum. The two parts before us contain thirteen numbers, or about half a year's issue; and when we look at them, and think that for fifty cents, every family may possess themselves semi-annually of such an amusing and really instructive miscellany, we cannot but think those the losing parties who fail to avail themselves of so cheap a gratifi-

cation—particularly where there are young persons in the family.

What we have thus said of the *People's Magazine*, applies also to *Peter Parley's Magazine*, from the same publishers' office; except that Peter Parley addresses himself rather to young children than to adults or those passed the age of childhood. The price is the same; it is issued also semi-monthly; and the selection of matter and ornament appears to be quite happy.

**THE PRINCIPLES OF THE ART OF MODERN HORSE-MANSHIP;** by M. Lebeaud: Translated from the French, by D. J. DESMOND, Esq. Philadelphia, E. L. CARY & A. HART.—Equitation, like all other arts has its principles, both in respect of the rider and the horse. They are well laid down and explained in this little treatise, which, however, we must say, seems to have been translated with dictionary in hand, and without any great knowledge of the original tongue. The following note by the translator, gives good reasons for taking the left, instead of, as is the custom, the right side of a lady on horseback:

When a gentleman accompanies a lady on horseback, he should take the left side of her horse. The custom of taking the right side, is derived from the English mode of riding. The law of England directs the left hand of the road to be taken; the gentleman therefore takes the right, to protect the lady from vehicles, &c. which pass on that side. Here the law directs the right hand of the road to be taken, consequently the gentleman should take the left side of the lady's horse. It seems to be best adapted to afford efficient assistance, whatever may occur. The right hand of the gentleman is perfectly free, and may be used to stop the horse, or rescue the lady from danger. He can on this side aid her in disentangling her dress, disengaging her foot from the stirrup, adjusting her reins, and lifting her off her seat, without exposing her to the accidents which might occur to him, if he attempted to give her assistance from the other side. It is not so easy to afford assistance to the lady with the left hand, nor is it so easy for the rider to command his own horse with the right hand.

**AN ESSAY ON THE SPIRIT AND INFLUENCE OF THE REFORMATION;** by C. VILLERS, some time Professor of Philosophy at Göttingen—translated from the French, with an Introductory Essay, by SAMUEL MILLER, D. D., Professor in the Theological Seminary at Princeton, N. J.—Philad. KAY & BIDDLE.—This Essay obtained the prize on the following question, proposed by the National Institute of France:

"What has been the influence of the Reformation by Luther on the political situation of the different States of Europe, and on the progress of knowledge."—Such a question, allowing immense range and involving the deepest interests, required not only great learning and research for the adequate discussion of it, but an unprejudiced and well-disciplined mind. The author, who in this essay seems to have brought to the work all these requisites, was a soldier of the army of Condé at the outbreak of the French revolution—a Frenchman and an emigrant, his talents procured for him the station of Professor at Göttingen; and, not himself an ecclesiastic, he entered for and bore away the prize proposed for the discussion of a subject on which ecclesiastics chiefly might have been expected to write. They who have read Moore's *Travels of an Irish Gentleman in search of a Religion*, will find causes and effects stated in this work which that volume certainly does not view in the same light; and all Protestants will be gratified by this exposition of the benefits which have resulted to the world at large—to freedom, to industry, and to the spread of knowledge—from that Reformation whence they derive their distinctive name.

The preliminary remarks of the Rev. Dr. Miller, are well fitted to prepare the reader for the Essay, by recalling briefly the state of superstitious vassalage enforced by usurped temporal authority, under which Europe groaned when Luther broke the bonds of the church.



Of a work like this no idea can well be communicated by quotations. We annex, therefore, only a short extract concerning our own country, from that portion of the book which discusses the influence of the Reformation upon various Christian countries:—

**United States of America.**—It is sufficient to name this new state, which is wholly European upon the soil of America, to bring to mind that it was created by the partisans of reform and of liberty, flying from the oppression and intolerance of parties. If the English emigrants who had sought shelter on the continent of Europe, during the course of the troubles which have been spoken of, brought back with them the seeds of discord and of hatred, those who took refuge in the solitudes of Pennsylvania, acquired peace and toleration there. They founded Philadelphia, the city of brothers; certainly the most pleasing name that ever was borne by the residence of man. Escaped from the tempests to this distant coast, restored to nature and the primitive destination of the human race, these colonists, who had taken their knowledge with them, had leisure to reflect on the origin and rights of societies; on the respective duties of governments and nations. Having besides an entirely new political body to organize, the elements of legislation must necessarily engage their attention first. We have consequently received from thence some admirable precepts, and still more admirable examples. It is known that after having returned under the dominion of the mother country, this association of free and energetic men, of almost all countries, afterwards determined to resume the rights of governing themselves. Louis XVI. seconded them in this enterprise, and sent an army thither. The French who composed it came as friends among these republicans, were admitted into their confidence, and, for the first time, saw this spectacle to them so surprising, of simplicity of manners, of evangelical peace, among men who supported their rights. Reflection arose with them; they compared the principles and the government of their own country, with what they observed among the descendants of Penn, and it is notorious how eminently these Frenchmen, who were thus made soldiers of liberty by a monarch, showed themselves to be so in effect, during the first years of the revolution. Among the great number of proximate and remote causes which contributed to it, the American republic, and the reformation from which it sprang, must not be forgotten.

This state, still weak, at a distance from Europe, has not hitherto had much direct influence, on the political system. But who can calculate that which it may one day acquire on the colonial and commercial system so important to Europe? Who can foretell all that may result in the two worlds, from the seductive example of the independence conquered by the Americans? what new position would the world assume, if this example was followed? and without doubt it will be in the end. Thus two Saxon monks will have changed the face of the globe. The Dominican Tetzl, came impudently to preach indulgences at the gate of Wittenberg; the open and vehement Luther was indignant at it; he raised his voice against the indulgences, and all Europe was affected, put into a ferment, and inflamed. A new order of things was the result; powerful republics were founded. Their principles, still more powerful than their arms, were introduced into all nations. Hence arose great revolutions, and those which may yet arise, are, doubtless incalculable.

This essay was written twenty years ago; and what was then prophetic only, as to the future influence of American independence and American institutions upon the political and social systems of Europe, has already become historical.

**TRAITS AND STORIES OF THE IRISH PEASANTRY:** 2 vols. Philadelphia: E. L. Carey & A. Hart. According to the declaration of the author in his preface, this book is of genuine Irish manufacture, by one "born amidst the scenes he describes, reared as one of the people, whose situation and characters he sketches, and who can cut and dress a shillelah as well as any man in his Majesty's dominions—aye, and use it too: so let the critics beware." The stories relate chiefly to the northern Irish, whose resentment against, and hatred of, their English invaders, are deep-seated, and possibly inextinguishable. There is certainly much power of delineating character, displayed in these pages; and the peculiarities both of

dialect and feeling, are hit off, we are persuaded, with great truth. From the tale of the party fight and funeral in the second volume, we make an extract, which exemplifies the powers of the writer. Vengeance is the name of an Orange farmer, who had taken a farm which was under the interdiction of the misguided Catholic peasantry of the neighborhood:

Vengeance, braving all their threats, removed to the farm, and set about its cultivation with skill and vigor. He had not been long there, however, when a notice was posted one night on his door, giving him ten days to clear off from this interdicted spot, threatening, in case of non-compliance, to make a bon-fire of the house and offices, inmates included. The reply which Vengeance made to this was fearless and characteristic. He wrote another notice, which he posted on the chapel door, stating that he would not budge an inch—recommending, at the same time, such as intended paying him a nightly visit to be careful that they might not chance to go home with their heels foremost. This, indeed, was setting them completely at defiance, and would, no doubt, have been fatal to Vesey, were it not for a circumstance which I will now relate:—In a little dell below Vesey's house lived a poor woman called Doran, a widow; she inhabited a small hut, and was principally supported by her two sons, who were servants—one to a neighboring farmer, a Roman Catholic, and the other to Dr. Ableson the Rector of the parish. He who had been with the Rector lost his health shortly before Vengeance succeeded the McGuigans as occupier of the lands in question, and was obliged to come home to his mother. He was then confined to his bed, from which, indeed, he never rose.

This boy had been his mother's principal support—for the other was unsettled, and paid her but little attention, being, like most of those in his situation, fond of drinking, dancing, and attending fairs. In short, he became a Ribbonman, and consequently was obliged to attend their nightly meetings. Now it so happened that for a considerable time after the threatening notice had been posted on Vengeance's door, he received no annoyance, although the period allowed for his departure had been long past, and the purport of the paper uncomplained with. Whether this proceeded from an apprehension on the part of the Ribbonmen of receiving a warmer welcome than they might wish, or whether they deferred the execution of their threat until Vengeance might be off his guard, I cannot determine; but the fact is, that some months had elapsed, and Vengeance remained hitherto unmolested.

During this interval the distress of Widow Doran had become known to the inmates of his family, and his mother—for she lived with him—used to bring down some nourishing food to the sick boy. In these kind offices she was very punctual; and so great was the poverty of the poor widow, and so destitute the situation of her sick son, that, in fact, the burthen of their support lay principally on Vengeance's family.

Vengeance was a small thin man, with fair hair, and fiery eyes; his voice was loud and shrill, his utterance rapid, and the general expression of his countenance irritable. His motions were so quick, that he rather seemed to run than walk. He was a civil, obliging neighbor, but performed his best actions with a bad grace; a firm, unflinching friend, but a bitter and implacable enemy. Upon the whole he was generally esteemed and respected—though considered as an eccentric character, for such, indeed, he was. On hearing of Widow Doran's distress, he gave orders that a portion of each meal should be regularly sent down to her and her son; and from that period forward they were both supported principally from his table.

In this way some months had passed, and still Vengeance was undisturbed in his farm. It often happened, however, that Doran's other son came to see his brother; and during these visits it was but natural that his brother and mother should allude to the kindness they daily experienced from Vesey.

One night, about twelve o'clock, a tap came to Widow Doran's door, who happened to be attending the invalid, as he was then nearly in the last stage of his illness. When she opened it, the other son entered, in an evident hurry, having the appearance of a man who felt deep and serious anxiety. "Mother," said he, "I was very uneasy about Mick, and just started over to see him, although they don't know at home that I'm out, so I can't stay a crack; but I wish you would go to the door for two or three minutes, as I have something to say to him."

"Why, thin, Holy Mother!—Jack, a-hugur, is there

any thing the matter, for you look as if you had seen something?"

"Nothing worse than myself, mother," he replied; "nor there's nothing the matter at all—only I have a few words to say to Mick here, that's all."

The mother accordingly removed herself out of hearing.

"Mick," says the boy, "this is a bad business—I wish to God I was clear and clane out of it."

"What is it said Mick, alarmed."

"Murder, I'm afeard, if God doesn't turn it off them, some how."

"What do you mane, man, at all?" said the invalid, raising himself, in deep emotion, on his elbow, from his poor straw bed.

"Vengeance," said he—"Vengeance, man he's going to get it. I was out with the boys on Sunday evening, and at last it's agreed on to visit him to-morrow night. I'm sure and sartin he'll never escape, for there's more in for him than taking the farm, and darning them so often as he did—he shot two fingers off of a brother-in-law of Jem Reilly's one night that they war on for threshing him, and that's coming home to him along with the rest."

"In the name of God, Jack," inquired Mick, "what do they intend to do to him?"

"Why," replied Jack, "it's agreed to put a coal in the thatch, in the first place; and although they were afeard to name what he's to get besides, I doubt they'll make a spatch-cock of himself. They won't meddle with any other of the family, though—but he's down for it."

"Are you to be one of them?" asked Mick.

"I was the third man named," replied the other, "bekase, they said, I knew the place."

"Jack," said his emaciated brother, with much solemnity, raising himself up in the bed, "Jack, if you have act or part in that bloody business, God in his glory you'll never see. Fly the country—cut off a finger or a toe—break your arm, or do something that may prevent you from bein' there. Oh, my God!" he exclaimed, while the tears fell fast down his pale cheeks—"to go to murder the man, and lave his little family widout a head or a father over them, and his wife a widow! To burn his place, widout rhyme, or reason, or offence. Jack, if you go, I'll die cursing you, I'll appear to you—I'll let you rest neither night nor day, sleeping or waking, in bed or out of bed. I'll haunt you, till you'll curse the very day you war born."

"Whisht, Mickey," said Jack, "you're frightening me: I'll not go—will that satisfy you?"

"Well, dhrop down on your two knees, there," said Mickey, "and swear before the God that has his eye upon you this minute, that you'll have no hand in injuring him or his while you live. If you don't do this, I'll not rest in my grave, and maybe I'll be a corpse before mornin'."

"Well, Mickey," said Jack, who, though wild and unthinking, was a lad whose heart and affections were good, "it would be hard for me to refuse you that much, and you not likely to be long wid me—I will; and he accordingly knelt down and swore solemnly, in words which his brother dictated to him, that he would not be concerned in the intended murder.

"Now, give me your hand, Jack," said the invalid; "God bless you—and so he will. Jack, if I depart before I see you again, I'll die happy. That man has supported me, and my mother for near the last three months, bad as you all think him. Why Jack, we would both be dead of hunger long ago only for his family; and, my God! to think of such a murdering intention, makes my blood run cold—"

"You had better give him a hint, then," said Jack, "some way, or he'll be done for, as sure as you're stretched on that bed; but don't mention names, if you wish to keep me from bein' murdered for what I did. I must be off now, for I stole out of the barn; and only that Atty Laghy's gone along wid the master to the fair, to help him to sell the two coules, I couldn't get over at all."

"Well, go home, Jack, and God bless you, and so he will, for what you did this night."

Jack accordingly departed, after bidding his mother and brother farewell.

**BOYS AND GIRLS' LIBRARY, No. XVII: N. York, J. & J. HARPER.**—A collection of stories, which may be almost called tracts, is furnished in this volume. They are "the Clergyman's Orphan," a tale founded on fact, by a clergyman of New York; "The Infidel reclaimed;" and "Jane the Orphan." They are well intentioned, but not very skilfully executed.

\* Laboring servants in Ireland, usually sleep in barns.



## FOREIGN INTELLIGENCE.

[From the New-York American of Tuesday.]

**LATE FROM EUROPE.**—The north-easterly storm of the last three days, has brought very many homeward bound vessels into port. Among these are, the packet ship *York*, Nye, from London, with papers to 11th September; the Liverpool packet, *North America*, Macy, with London papers to 16th September; the Havre packet *Havre*, Stodard, with Paris papers to 8th September; and the transient merchant vessels, *Wersaw*, Soule, from Bordeaux, and *Mary Jane*, McKinsty, from Rochelle, with Paris papers to the 17th September.

The news they bring, which relates chiefly to Portugal, is important. The young Queen Donna Maria had been acknowledged by France and Sweden. She herself, with the wife of Don Pedro, was in England, and had passed some days at Windsor, received and treated with all the honors of royalty. Meanwhile her capital, Lisbon, had been attacked by Bourmont, but without success. This attack was made on the 5th September, and there are accounts in the Paris papers to the 7th inclusive, which speak of preparations by Bourmont for a renewed attack—both armies being in presence. A Spanish courier, however, from Madrid for Paris, spread a report on his route that Lisbon had been again attacked and captured by Bourmont on the 7th. This report, however, unless there be error in the date, must be erroneous. We shall not, nevertheless, be surprised to hear by the next short arrival, that the capital has again fallen into the hands of the Miguelite forces, which are undoubtedly numerically stronger than those of the Queen. Lisbon is entirely open on the land side, and though temporary works may have been thrown up by Villa Flor, they would hardly resist a determined attack led by a skillful and now desperate soldier like Bourmont.

The meeting of the Sovereigns of Russia, Prussia and Austria, gives rise to abundant comment in both the English and French papers. The London Spectator seems to think it not improbable that—inspired by the success he has so recently met with in Poland and Turkey, and acting under the conviction that the two antagonist principles of popular liberty and despotic rule are now struggling for the ascendancy in Europe and that those therefore, who, as Frederick says, are "sovereigns by profession," must vindicate at all hazards their privileges—the Emperor of Russia may be seeking to put down in France, as the focus of all Europe's troubles, the government sprung from the revolution of the three days. In this sense the recognition by Sweden of Donna Maria is looked upon as an indication that in such a contest Bernadotte and his people will be on the side of France and England: these three, if firmly united, are more than a match for all Europe besides.

The Cholera had broken out in Seville and Granada with great malignity.

Private letters from Russia state that the cholera has again broken out in Russia, and particularly in the Governments of Saratof and Woronesh, and at Orel and other places in the neighborhood of Moscow. *Mrs. Hannah Moore* died on the 7th, at her residence in Windsor Terrace, Clifton, in the 80th year of her age. Few persons have enjoyed a higher degree of public esteem and veneration than this excellent and distinguished lady.

**PARIS, SEPT. 15.**—The United States ship *Dela ware*, of 80 guns, which sailed from New York on the 11th ult., arrived at Cherbourg on the evening of the 12th inst. This ship has on board Mr. Livingston, Envoy of the United States to the French Government.

**LIVERPOOL, SEPT. 16.**—The packet ship *Virginian*, Capt Harris, which arrived on Wednesday, in 17 days from New York, made the run from land to land in 14. So pleasant was the weather that her voyage was never once taken in during the passage.

The number of vessels which arrived at this port, from Wednesday to Sunday, amounted to 96 from foreign ports, and 130 coastwise and from Ireland, making 226 in five days. On Wednesday alone 104

vessels arrived, namely 45 from foreign ports and 59 coastwise.

**LONDON, SEPT. 15.**—*Smuggling through the French Embassy.*—A seizure of considerable importance was made on Monday last at the custom house, Dover, consisting of silks, blonde lace, veils and ribbons, of the estimated value of £1,500, under the following circumstances:—A person, described in his passport as "Le Baron Franceschi, se rendent en Courier a Londres," landed from the Crusader, Calais packet, and, on his carriage being brought to the custom house, in the usual way for examination, there were found in it 26 paper packages sealed with the seal of the French Foreign Office, and directed to Prince Talleyrand, in London. The examining officer suspecting the packages not to contain despatches, declined to pass them, and the collector of the customs being appealed to, detained the whole with the Baron's carriage. In addition to the 26 packages, there were found a large leather bag full of packages of the same description, and a portmanteau, which being locked, was sent under seal of office to the King's warehouse; and the whole transaction was communicated to the Board of Customs in London, who, it is believed, lost no time in bringing the same under the notice of Prince Talleyrand, in order to afford his Excellency the earliest opportunity of repudiation of all connection with so disgraceful an affair.

[From the New-York American of Wednesday.]

By the Philadelphia, from London there are papers to the 20th, which, however, do not furnish dates later from Portugal than those received yesterday.

By the ship *Empress* from Bordeaux, there are later Paris dates, but they too only communicate details of what we learned yesterday. Up to the morning of the 8th, no new attack had been made on Lisbon. The report however that *Belem*, which is the suburb on the Tagus, of Lisbon, was in the possession of the Miguelites, and the more alarming one still, that the supply of water for which that city is mainly indebted to the noble aqueduct of Alcantara, had been cut off by the assailants, render the position of the capital very critical.

The young Queen had sailed from England. It would be a sad mockery of the regal honors she had received in that country, to find on arriving in her own, that she had lost her kingdom.

The French have equipped a new and large expedition for Algiers; with the purpose of consolidating and possibly of extending their conquests and settlements in Africa. One would think that the overthrow of the predatory and piratical hordes which have so long condemned the whole Mediterranean coast of Africa to sterility and barbarism, while they exercised a degrading and injurious dominion over the commerce of other nations, could not be looked upon with jealousy by England or any other civilized nation; yet, if the article we extract given in Bell's Weekly Messenger be a fair expression of English opinions, such would nevertheless seem to be the fact.

**VERSAILLES—NO LONGER ROYAL.**—The following paragraph is from a late number of *Galignani*:

We understand that it is decided to convert the magnificent Palace of Versailles into a museum for receiving collections of paintings and sculpture, illustrative of the progress of these arts in France, and representing all the most celebrated victories gained by the national armies. The civil list, it is said, has appropriated between two and three millions of francs to this great work, which will be begun immediately.

**ENGLISH EMANCIPATION BILL.**—As soon as the Slave Emancipation Bill had passed the House of Peers, Sir Bethell Codrington addressed a letter of which the following is a copy, to his Majesty's Colonial Secretary:—

SIR—As the bill, more fatal in my opinion to the slave than even to the West India planter, whose property is to be wrested from him, and which must make every West India proprietor desirous of realizing as much as he can from the wreck of that property which is as yet left him, is now about to become a law, I beg to offer the immediate manumission of every slave on the island of Barbuda (upwards of 500,) on the receipt of my proportion of that sum so inadequately termed compensation.

I have the honor to be, &c. &c.

C. BETHELL CODRINGTON.

The Berlin State Gazette of the 11th inst. says—The Emperor of Russia, in consequence of a slight indisposition, left Schewalt for Bohemia, only at half past seven o'clock, on the morning of the 9th. It appears that the Crown Prince will accompany his Imperial Majesty as far as Frankfort-on-the-Order. The Emperor will thence proceed to Gorlitz where his august sister the Grand Duchess of Saxe Weimar and consort have arrived to meet him. Among the arrivals at Berlin are the Crown Princess, the Princess William, Charles, and Albert of Prussia, with their consorts, the hereditary Grand Duke and Duchess of Mecklenberg-Scherwin, and M. de Ribeaupierre, from Schwedt, Count de Witt, Military Governor of Warsaw, has left Berlin for Warsaw.

Extract of a letter of the 13th inst. from Antwerp: "All the fortifications of the citadel are now under repair. A great number of workmen are engaged in re-constructing the rampart destroyed by the breach battery. M. Dubosh, major of the engineer corps, has received orders from the Minister of War to hasten the repair and armament of all the forts on the Scheldt."

The London Herald, in giving the following letter from Brussels, remarks, that Europe at present is full of combustible materials.

**BRUSSELS, SEPT. 17.**—We have received to-day some important news from the Congress in Bohemia. Our correspondent states, that a long and circumstantial note was addressed by the King of Holland to the Monarchs, detailing the origin and progress of the Belgian rebellion; laying great stress on the reliance which he placed on the treaties of Vienna. He then states that the majority of the Belgians took no part in the revolution, and that the greater portion of the wealth and respectability of the nation would gladly see a return of the Nassau family. His Dutch Majesty, after protesting against the determination of a portion of the Conference assembled in London, to act as arbitrators instead of mediators, demands that the treaties of Vienna be put in force, and that he be assisted in recovering his lost kingdom. Previous to the forwarding of this note to the Congress, a copy was submitted to the Courts of Austria and Prussia; and it is positively asserted that these Powers promised to support the pretensions of the writer. The King of Prussia, who has hitherto acted a double part, is now convinced that he must make a decided choice in his future politics, and either link himself with the Liberal party, or support the Emperors of Austria and Russia in their political crusade. On the authority of the writer above alluded to, it appears certain that Frederick has at length decided on joining the Northern Powers, and entering seriously into their plans. The Dutch note having been taken into consideration, it was resolved to support the King of Holland, and, in the event of an intervention by any Power, to consider such an act a declaration of war against all the parties whose signatures were attached to a treaty offensive and defensive to be formed on this basis.

This question having been well considered previous to the meeting of the Monarchs, and all the preliminary articles have been agreed to, the Emperor of Russia sent from St. Petersburg despatches to Prince Lieven, with instructions in conformity with the intended arrangement. And I know for certain that the Belgic Government received this day at noon despatches from London of so unpleasant a nature, that a Minister of the Crown declared "a general war inevitable." Our accounts from Holland fully corroborate all that I have stated. "Never," says a Correspondent from the Hague, "were we so soon certain of the powerful assistance of the Cabinets of St. Petersburg and Vienna as at this moment."

The increased force of cavalry which Austria continues to pour into the Tyrol, particularly near the frontiers of Switzerland, will not fail to attract the notice of the political world. I feel certain that Austria has long been preparing for a general movement; and last year, I gave it as the opinion of the best informed that the close of the year 1833 would bring forth some decided plans from the Northern Powers.

## IRELAND.

**The New Lord Lieutenant.**—The Marquis Wellesley is expected in Dublin on the 26th instant, with full powers to resume the reins of Vice-Regal Government.

**Retirement of the Lord Lieutenant.**—The Marquis of Anglesea reached Dublin on Tuesday, having made the journey for the express purpose of receiving the new Lord Lieutenant, and personally resigning into his hands the government of his lands. This act of courtesy completed, the Noble Marquis passes to Naples and winters at Rome, his physicians having declared that a change of air is absolutely necessary for the preservation of his health.



THORN, Aug. 27.—The late disturbances in various parts of Poland have subsided. Such of the insurgents as have not made their escape across the frontier, have fallen into the hands of the Russians, who, relieved from their fears, now give themselves up to vengeance. More than four thousand persons, the greater part of them belonging to the most distinguished families, gorge the prisons of Poland: the mere suspicion of an insurgent having touched the estate of a proprietor, is sufficient for the latter to be treated as a criminal; and many whose innocence is fully established are still detained in confinement; among them are many old men and even women. Their number increases daily, and the only diminution it experiences, is by those who undergo the capital punishment to which they are condemned, and which has been inflicted upon a great many. The most inquisitorial measures are resorted to in order to extort from the prisoners confessions as to their relations with the inhabitants, and as to the means by which the insurrection was excited and upheld. The Prussian Government vies in cruelty with the Emperor Nicholas. Mr Flotvel came to Posen, in April last, with a pretended amnesty for such of the Polish subjects of Prussia as during the late war for independence joined the ranks of their brethren; but this, after all, was nothing less than a confirmation of the doom denounced against them, for it did not abolish the pain of imprisonment inflicted upon minors, nor the confiscation of property; men who were free from military duty on account of their age or the state of their health have been enrolled as private soldiers. It is announced that the Prussian Government is about to make forced purchases of estates to a great extent, and transfer them to Prussians, in order by degrees to extirpate the Poles from the province. The prisoners confined for political offences are treated with great rigor.

#### SUMMARY.

The Commissioners under the Treaty of Indemnities with France met on Monday at Washington, pursuant to adjournment—present, Messrs. Campbell and Kane. Mr. Saunders, the other Commissioner, was expected in a few days.

**Latest from Capt. Back.**—On Thursday last, four bark canoes belonging to the Hudson's Bay Company, arrived at La Chine, near Montreal, from the interior, with passengers belonging to that concern.

The latest accounts of Captain Back, by these arrivals, are up to the 10th of July, from Cumberland House, reporting favorably of the health and progress of the whole expedition. Capt. Back and Dr. King were proceeding in a light canoe, followed by two boats, the last bearing their luggage, provisions, and other appointments. His despatches for England were to go by Hudson's Bay.

**A COMPLIMENT.**—Some beautiful blue cloth manufactured by P. H. Schenck & Co. at Glen's falls, having obtained the premium at the Fair, Messrs. Lynde & Jennings of 116 Broadway, made from it a suit of clothes in the best style, which they presented to Mr. Clay. It was a liberal and well imagined compliment.

[From the Buffalo Journal, Extra, Oct. 19.]

**GALE ON LAKE ERIE.**—On Thursday last, at about 11 o'clock, A. M. a strong breeze sprung up from the west, and soon hauled to the northward and westward, followed immediately by a heavy storm of rain, increasing to the greatest gale ever experienced on the Lake, and continuing with unabated fury until 2 o'clock yesterday morning blowing down chimneys and sweeping off roofs of buildings. The fine block of brick stores of Bennett, Macy and Williams, just finishing on the Terrace, were stripped of their heavy tin roofs, or rather, they were torn up and thrown into a confused mass; the heavy tin roofs of the two large stores being finished on the Flats, belonging to Richard Sears were lifted off and fell with a tremendous crash, upon Main street.

The water flooded the Flats, and vast quantities of wood, staves, lumber generally, &c. were floating in confusion about the canals, slips and creeks, and a number of docks torn up.

Considerable damage was done amongst the shipping, &c. which we have not room to publish.

[From the Gazette.]

The steamboat Marco Bozzaris, which sailed from this port last Monday, for Buenos Ayres, is under command of Capt. Richard Sutton, formerly a ship master in the New England States, and more recently

merchant at Buenos Ayres. Several years since this gentleman conceived the idea of navigating the Rio de la Plata by steam power, and for that purpose he has obtained from that government the exclusive privilege for ten years. He intends to leave the ports of Buenos Ayres and Montevideo every other evening, and there is very little doubt that his enterprising project will be liberally patronized. The distance is 110 miles, and the fare will be \$10. By making the passage in the night, great facilities will be offered to the merchants of those two cities. The average passage in the present packet is three days, and the accommodations are very inferior.

**Fire near Mobile.**—Colonel Gadhold's Steam Saw Mill about 18 miles North of Mobile, was entirely destroyed by fire on the 8th inst, with about 200 000 feet of valuable lumber ready for market. The loss is estimated at \$12,009. No part of it was insured. —[N. O. Courier.]

**WHEELING, Oct. 16**—The River is now in a fine navigable state, and from the present prospects we may expect that the navigation of steamboats will not be interrupted again this season.

There have been 6 arrivals and 6 departures of steamboats since our last. The water is 6 feet in the channel, and rising.

[From the Globe of yesterday.]

**APPOINTMENTS BY THE PRESIDENT.**—Benjamin Tappan, of Ohio, to be a Judge of the United States for the district of Ohio, in the place of John W. Campbell, deceased.

William M. Gwin, of Mississippi, to be Marshal of the United States for the District of Mississippi, in the place of Samuel W. Dickson, appointed Receiver of Public Moneys at Clinton, in the said State.

Joseph Balestier, of Massachusetts, to be Consul of the United States for the port of Rio, in the Island of Bintang, in the Malayan Sea.

Thomas H. Barker, of New York, to be Consul of the United States for the port of Elsinore, in the Kingdom of Denmark.

W. M. Haxton, of New York, to be Consul of the United States for the port of Bathurst, in the Island of St. Mary's in the river Gambia.

Robert Grieve, of Leith, to be Consul of the United States for the port of Leith, in Scotland, in the Kingdom of Great Britain, in the place of Joel Nart.

Thomas Wooldrige, of Mississippi, to be Consul of the United States, for the port of Brazoria, in the Province of Texas, in Mexico.

Austin J. Raines, of Missouri, to be Consul of the United States at the port of Monterey, in North California, in Mexico.

We are sorry to learn from the United States Gazette that the U. S. schooner Shark, bound to the Mediterranean, has returned leaky, and is at the Philadelphia Navy Yard, undergoing an examination.

**The Havana.**—This beautiful ship was launched Thursday, and it is due to her builders, Messrs. Webb & Allen, to say that for beauty of model, strength and accommodation, she has no superior of her size. Her commander, Capt. Correjo, is well known as an old and successful ship master, and none stands higher at insurance offices. The Havana is to be commanded by this gentleman, as a regular packet between this port and Havana: and as she was built under Capt. C's immediate inspection, no one will doubt her adaptation, in all respects to the trade. —[Gaz.]

The process of inserting the tubes into the rock recently bored at Holt's Hotel was performed with perfect success the present week. The manner was exceedingly simple, but it required great care and skill. The tubes are brass, tinned inside and out, and made in the most substantial manner. They were manufactured by an artist in Broadway, and weighed, in the aggregate 1800 pounds. The pump will shortly be finished, and the proprietor's wishes will, it is believed, be fully realized. —[Gazette.]

[From the Galenian of 27th September.]

Capt. Law, of the U. S. Army, who passed through this place last week, informed us that the Winnebago Indians, of Rock river, who were removed by Col. Dodge north of the Wisconsin, or a great part of them, have returned to their old camping ground, near the four lakes, and are engaged in gathering rice and hunting as formerly. They say there is no game north of the Wisconsin, and they cannot live there. They talk of planting corn next season on Rock river. We have since conversed with other gentlemen, who confirm the above statement.

What will our sympathetic brethren away down

east, think of these 'poor Indians' now? They have sold their land, and received their pay, so far as the same is payable. They have been removed in pursuance of their treaty, but they will not stay removed. If some efficient, decisive and energetic measures are not speedily adopted, and enforced, we have every reason to anticipate a renewal of the scenes which were acted under the guidance of Black Hawk for the last two or three summers, which kept the country in a continual state of suspense and alarm, and retarded the settlement and improvement of the whole north western frontier. Have not the Winnebagoes as many inducements to disturb the peace of our citizens as had the Sacs and Foxes? They cannot, nor do they expect to wage a successful war with us. Nor did Black Hawk. But they have chiefs as savage and ambitious as he, who would not regard the lives of a few of their warriors for the sake of a triumphant entry into the presence of the rulers of our nation; and the greetings, cheers, and caresses of the mistaken, misguided, and misplaced philanthropy of the great cities of the East.

There are other causes, which may produce the same effect, and determine those Indians to remain where they are, until forced away, and kept away at the point of the bayonet: namely there may be traders and others among them, who are interested in their stay, and who advise them to that course. This may not be the case at present, but we believe it has been the case on many other occasions.

The troops at Fort Winnebago would be amply adequate, it is believed, to keep those Indians off the ceded land. But we are informed that they have no instructions to that effect;—that matter being confided, exclusively to Col. Dodge, and the dragoon corps under his command. We have reason to suppose, that so soon as these facts are made known, that a speedy remedy will be supplied.

[From the Cherokee Phoenix, October 5th.]

We are informed from an authentic source, that a Special Agent under authority from the President of the United States, clothed with full powers, for entering into a treaty with the Cherokees, has arrived at the Cherokee Agency, awaiting the session of the General Council; which convenes at Red Clay, on the 2d Monday of this month. We expressed our opinion sometime since, of the difficult position in which the President had placed himself in regard to the Cherokee case, and had adopted a system of operations to enroll the Cherokees, by appointing three agents for that purpose, and finding the progress of this measure, upon the whole, unprofitable, we may safely presume, gave rise to the appointment of the fourth. The disposition of the Cherokees with regard to a new treaty, has been unalterably fixed, from which they will not move, while justice has been loudly complaining of the flagrant violations of the seventeen existing treaties. The Cherokees have been placed by circumstances in a novel and peculiar situation. They have purchased fairly the protection of their rights from the General Government, whose interposition at this crisis, has been refused. The great principles involved, and the value of the property, have compelled the Cherokees, however humiliating it may be, to entreat the Government to reinstate them in their original rights. But in the meantime oppression and agents have increased to enable the Government to force a treaty, while the former is pleading for relief, the latter has likewise made it its object to beg and tease for a treaty. This is the disgusting fruits of the humane policy, and we hope the Commissioner may have full authority to remove the great encroachment on the Cherokees, to the honor of the Government.

Died in this town, last Sunday, the Hon. Edward Savage, father of the present Chief Justice of this state, in the 88th year of his age. At an early period he served in the army of the revolution, under a lieutenant's commission. He held, at different times, the important office of representative in both branches of our state legislature, surrogate, judge of the county courts, and was, in 1824, one of the electors of President and Vice President. His character as a soldier, legislator and magistrate, is without spot or blemish. As a christian, he was exemplary in his piety, and he officiated for nearly half a century as an officer in the church of which he was a member. His virtues as an estimable citizen are widely known, and his memory will long be cherished. He died, at a ripe old age, after having been triumphantly sustained, through all the sufferings and trials incidents to a weight of years, by the consolation of his christian faith. His interment took place on Monday afternoon, in the presence of a large concourse of relations and friends. —[Washington county Post.]



**KENYON COLLEGE, OHIO.**—Bishop *M'Ilegine*, on his return to his diocese, met the Convention thereof and delivered an address, from which we take the following account of his mission here in order to raise funds for the College in Ohio:

Having seen the immense importance of Kenyon College, particularly of the Theological department, connected with it, to the supply of Ministers of the Gospel, for the swelling population of the West, and especially for the destitute, and multiplying parishes of Ohio; having seen also the great necessity of that institution, and how entirely it must fail of accomplishing its great purposes, unless means should be raised to erect additional buildings for students, and instructors; I considered that I could in no way employ the time, before my family could be moved to the West, so advantageously to the Diocese, as by an effort to raise the required contributions.—Under authority from the Board of Trustees of the College, I undertook to raise as the least sum that would answer the purpose, \$30,000, in two annual payments. Beginning with my own affectionate people, in Brooklyn, I proceeded to New York, Boston, Providence, Norwich, Conn., and New London; then to Philadelphia and Baltimore; in all which places, the object was entertained with the greatest kindness and interest, by various religious denominations, as one in which all that desire the advancement of useful learning and pure and undefiled religion in the West, should feel themselves concerned. It was delightful to see how sectarian views were kept out of sight by Christians of different names, and nothing regarded in the application but in connexion with the glory of God and the promotion of his kingdom. The whole amount of actual subscriptions from the above cities, aided by a few names from other places, irrespective of promises and expectations, and inclusive of \$1000 from P. G. Stuyvesant, Esq. of New York, for the library, (the same gentleman having previously subscribed \$400 to the building) is \$28,520. It is due to the great kindness and confidence of my friends in Brooklyn and the city of New York, to say, that in the former \$5547, and in the latter \$18,907 of the whole amount were subscribed. The whole expense incurred by the college in my agency in this work, exclusive of a bill for the printing of an address to the public, which has not been received, will not exceed \$70. As soon as the collections shall have been sufficiently received, a minute statement of all the subscriptions and receipts will be printed, and a copy forwarded to every subscriber.

I have been thus particular on this topic, because there is nothing in which the Church in Ohio and in all the western States is more deeply concerned than in whatever relates to the efficiency of our College; especially, its bearing upon the preparation of ministers of the Gospel.

In addition to the subscriptions above stated, is the loan I obtained by authority of the Board of Trustees, of \$15000, for 10 years, for the purpose of paying off a number of miscellaneous debts contracted during the past transactions of the college. This was effected chiefly through the great attention and the affectionate interest of Samuel Ward, Esq. of New York.

**Case of Miss Crandall.**—It is well known that an information was recently filed in the Superior Court of Connecticut against Miss Prudence Crandall, for an alleged violation of an act of that State, which prohibits the establishment of any institution, for the instruction of colored persons, not inhabitants of the State, as well as the instruction of any existing institution, or the harboring or boarding, for the purpose of instruction, of any colored persons, not inhabitants of the State, without the consent of a majority of the Selectmen of the town where such institution is situated. The defence rested on the ground, that the statute was in contravention of that portion of the Constitution of the United States, which gives the citizens of each State, all the privileges and immunities of citizens in the several States. In the Brooklyn Advertiser of the 10th, we find a sketch of the charge delivered by Chief Justice Daggett to the Jury, in which he declares, that if slaves, free blacks, or Indians, were citizens, he is not sure that the law would be unconstitutional; but expresses his opinion with the utmost emphasis, that they are not citizens, and of course, are not entitled to the benefit of this constitutional provision. In the first place, he quotes the description of a citizen of the United States, given by Dr. Webster, viz a person, native or naturalized, who has the privilege of exercising the elective franchise, and of purchasing and holding real estate. He proceeds to show, that In-

dians and slaves are not citizens, and then comes to the same conclusion in regard to free blacks. In respect to the last, we wish that the sketch of the charge had been a little more particular. The argument appears to rest upon the authority of Chancellor Kent; who declares that there is a broad distinction in most of the states, in respect to privileges, between free whites and free colored persons, and the fact, that when the constitution of the United States was adopted, every State, except Massachusetts, tolerated slavery. We perceive no reference to any legislation of Connecticut on the subject of these persons.—[Boston Adv.]

**Lander's Niger Expedition.**—Mr. Richard Lander, whose fate so generally and deeply interests his country, arrived at Fernando Po on the 1st of May, from the Quorra steamboat, which he left afloat in deep water near the river Tchadda. From her, he descended the Niger in a native canoe; and arrived on board the brig Columbine, which was lying in the Nun River, having been thirteen days on his passage. During this period our gallant traveller stopped to sleep at a native village on the banks of the Niger.

At Fernando Po, Mr. Lander was evidently very ill, though he was rapidly recovering from an attack of dysentery; with which he had been afflicted for some months. His object in returning alone to this place was to procure medicines, as well as tea and other condiments, for the use of the invalids on board the steamboats. We lament to have to confirm the reports of the grievous mortality which had prevailed; the number of deaths on board the vessels of which the expedition is composed had been, indeed, frightfully great. No fewer than twenty-five had perished before Mr. Lander undertook his journey to the coast, including, we regret to add, most of the officers and engineers.

We now have to relate what chiefly led to this lamentable result. The vessels were unfortunately detained at a place called Attah—why, we are not able to ascertain—until Mr. Lander, accompanied by one or two of his associates, went to see the king. They were very hospitably received by his sable majesty, who was equipped in silk velvet, and attended by about three hundred well dressed youths; all of them eunuchs, and forming a kind of body-guard to their prince.

This delay was followed by another still more vexatious. The largest steamboat was forced, by the strength of the current, on a sand-bank, where she was fixed for several weeks, till lifted into deep water (as we have stated) by the swelling of the river. Here she was examined, and found to have sustained no damage; but owing to this unreasonable accident, as well as to the detention at Attah, and, above all, to the deplorable loss of life which had ensued on board the vessels, the party had it not in their power to cultivate their mercantile speculations either to the extent or so successfully as they wished, or as their friends anticipated.

**Indian Mode of Education.**—Whatever the child learns, he learns for the most part from observation of his elders and his comrades. He soon finds, *pride* is the spur of his exertions. He soon finds, that success as a hunter will make him respected by his tribe, while awkwardness subjects him to intolerable ridicule. He listens to every thing that is said of hunting and trapping at home, and eagerly goes abroad with the view of earning some praise for himself. Thus it takes him but few years to acquire a considerable degree of experience; and his reputation always corresponds to his merit. The same feeling just mentioned is appealed to with equal success in regard to most other branches of an Indian education. It is true, to a great extent, of numerous tribes, as Heckewelder observes respecting the Delawares, that a father need only to say in the presence of his children, "I want such a thing done; I want one of my children to go upon such an errand; let me see who is the good child that will do it!" This word *good* operates, as it were, by magic, and the children immediately vie with each other to comply with the wishes of their parent. If a father sees an old decrepit man or woman pass by, led along by a child, he will draw the attention of his own children to the object by saying, "What a good child that must be, which pays such attention to the aged! That child, indeed, looks forward to the time when he himself will be old!" or he will say, "May the Great Spirit, who looks upon him, grant this good child a long life?" In this manner of bringing up children, the parents, adds Heckewelder, are seconded by the whole community. If a child is sent from his father's dwelling to carry a dish of victuals to an aged person, all in the house will join in calling him a good child. They will ask whose child he is,

and, on being told, will exclaim, "What! has the *Tortoise*, or the *Little Bear* (as the father's name may be) so excellent a child?" If a child is seen passing through the streets leading an old decrepit person, the villagers will, in his hearing, and to encourage all the other children who may be present to take example from him, call on one another to look on and see what a good child that must be. And so, in most instances, this method is resorted to for the purpose of instructing children in things that are good, proper, or honorable in themselves; while, on the other hand, when a child has committed a bad act, the parent will say to him, "Oh! how grieved I am that my child has done this bad act! I hope he will never do so again." This is generally effectual, particularly if said in the presence of others. The whole of the Indian plan of education tends to elevate rather than depress the mind, and by that means to make determined hunters and fearless warriors.—[Thatcher's Indian Traits.]

**Antediluvian Animals.**—The animals of the Antediluvian world were not monsters; there was no *lucius* or extravagance. Hideous as they appear to us, and like phantoms of a dream, they were adapted to the condition of the earth when they existed. I could have wished that our naturalist had given the inhabitants of that early condition of the globe names less scholastic. We have the *plesiosaurus*, and *plesiosaurus dolichodeirus*, we have the *ichthyosaurus* and *megalosaurus* and *iguanodon*, *pterodactyles*, with long and short beaks, tortoises, and crocodiles; and these are found among the reeds and grasses of gigantic proportions, *algæ* and *fuci*, and a great variety of mollusca of inordinate bulk, compared with those of the present day, as ammonites and nautilus. Every thing declares, that these animals inhabit shallow seas, and estuaries, or great inland lakes: that the surface of the earth did not rise up in peaks and mountains, or that perpendicular rocks bound in the seas; but that it was flat, slimy, and covered with a loaded and foggy atmosphere. There is, indeed, every reason to believe that the classes mammalia and birds were not then created; and that if man had been placed in this condition of the earth, there must have been around him a state of things unsuited to his constitution, and not calculated to call forth his capacities. But looking to the class of animals as we have enumerated them, there is a correspondence; they were scaly; they swam in water, or crept upon the margins; there were no animals possessed of rapidity of motion, and no birds of prey to stoop upon them; there was, in short, that balance of the power of destruction and self preservation which we see now to obtain in higher animals since created, with infinitely varied instinct and powers for defence or attack.

It is hardly possible to watch the night and see the break of day in a fine country, without being sensible that our pleasantest preceptions refer to the scenery of nature, that we have feelings in sympathy with every successive change, from the first streak of light, until the whole landscape is displayed in valleys, woods, and sparkling waters: and the changes on the scene are not more rapid than the transitions of the feelings which accompany them. All these sources of enjoyment, the clear atmosphere and the refreshing breezes, are as certainly the result of the several changes which the earth's surface has undergone, as the displaced strata within its crust are demonstrative of these changes. We have every reason to conclude that these revolutions, whether they have been slowly accomplished and progressively, or by sudden, vast, and successive convulsions, were necessary to prepare the earth for that condition which should correspond with the faculties to be given to man, and be suited to the full exercise of his reason, as well to his enjoyment. If he contemplate the common objects around him—if he observe the connexion between the qualities of things external and the exercise of his senses, between the senses so excited, and the condition of his mind, he will perceive that he is in the centre of a magnificent system, and that the strictest relation is established between the intellectual capacities and the material world.—[Bell's Bridgewater Treatise.]

**Cuvier on National Education.**—Give schools before political rights; make citizens comprehend the duties that the state of society imposes on them; teach them what are political rights before you offer them for their enjoyment. Then all ameliorations will be made without causing a shock; then each new idea, thrown upon good ground, will have time to germinate, to grow, and to ripen, without convulsing the social body. Imitate Nature, who, in the development of beings, acts by gradation. The infant remains nine months in the body of its mother; man's



physical perfection only takes place at twenty or thirty, and his moral completion from thirty to forty. Institutions must have ages to produce all their fruits witness Christianity, the effects of which are not yet accomplished; notwithstanding a thousand years of existence.—[Memoirs of Baron Cuvier.]

**Anecdote of Marshal Ney.**—When Napoleon marched, in the summer of 1800, to bring back victory to the eagles of France, a division of his army, as it hastened to the scene of action, halted within sight of the little town of Sarre-Louis, on the borders of German Lorraine, and the general who led it, pointing with his sword, said with emotion, "Gentlemen and fellow soldiers, this is my birthplace: I am the son of a cooper, and thirteen years ago, on the spot where I now stand, I parted in tears with my father and mother to become a soldier: I bid you welcome to my native town." This leader was the celebrated Marshal Ney.—[Athenaeum.]

In the committee on the factory bill, the following sensible question was put to a witness named Peter Smart, the overseer of a factory at Dundee:—

Ques. When do your girls marry?

Ans. Whenever they can get an offer!

#### A FRAGMENT.

She comes in vision as she came  
When heavenly beauty filled her frame—  
When, in a mould of mortal birth,  
Heaven flung its charms o'er those of earth  
But oh! it is in midnight dreams  
That I behold those radiant gleams  
Of vanished brightness come and go,  
Like sunshine on the mountain snow.  
Her quivering lips may not unroll  
The hidden transports of her soul;  
But straight before my tranced eye  
She stands, a vision of the sky—  
A child of Heaven, that may not brook  
The ardour of a waking look.—[Fraser's Magazine.]

#### AN INTERESTING AND USEFUL MAP.

A friend of ours has now in a state of forwardness, a Map upon which will be delineated nearly all the Railroads now chartered in the U. States. It is designed to show the present contemplated connexion of the different lines, as well as where others may hereafter be constructed to connect with them. It will be completed in a few weeks, and may be had either in sheets, or put up in morocco for pocket maps, in any quantity, by applying to the subscriber.

D. K. MINOR,

35 Wall street.

New-York, August 14, 1833.

#### WINCHESTER AND POTOMAC RAILROAD.

**TO CONTRACTORS FOR EXCAVATION AND MASONRY.**—Proposals will be received by the undersigned at Taylor's Hotel, in Winchester, Va. on the 7th day of November next, for the Grading and Masonry of Twenty-seven miles of the Winchester and Potomac Railroad, commencing near the town of Winchester, and ending at the Shenandoah River. The above work will be divided into sections of convenient length; and plans and profiles of the line, and drawings of the regular construction, will be exhibited at Winchester, for one week previous to the letting.

Proposals will be received at the same time and place, for delivering, on the line of the Railroad, Four hundred thousand feet of Heart Yellow Pine or White Oak Rails, the dimensions of the rails to be five inches wide, by nine inches deep, and in lengths of fifteen and twenty feet.

Any further information in relation to the above work will be given on application, verbally or by letter, to William H. Morell, Principal Assistant Engineer, Winchester, Va. or to the Assistant Engineers on the line.

MONCURE ROBINSON, C. E.

Sept. 27th, 1833.

of 1st.

#### NOTICE TO MANUFACTURERS.

**SIMON FAIRMAN**, of the village of Lanesburgh, in the county of Rensselaer, and state of New-York, has invented and put in operation a Machine for making Wrought Nails with square points. This machine will make about sixty nails, and about forty 10d nails in a minute, and in the same proportion larger sizes, even to spikes for ships. The nail is hammered and comes from the machine completely heated to redness, that its capacity for being clenched is good and sure. One horse power is sufficient to drive one machine, and may easily be applied where such power for driving machinery is in operation. Said Fairman will make, vend and warrant machines as above, to any persons who may apply for them as soon as they may be made, and on the most reasonable terms. He also desires to sell one half of his patent right for the use of such machines throughout the United States. Any person desiring further information, or to purchase, will please to call at the machine shop of Mr. John Humphrey, in the village of Lanesburgh.—August 15, 1833.

AD 11 R M & F

#### INCOMBUSTIBLE ARCHITECTURE.

**INCOMBUSTIBLE** dwelling-houses and buildings of all kinds devised or built in New-York, or any part of the United States, as cheap as any other combustible buildings. Actual buildings and houses rendered incombustible at a small additional expense.

SHIPS of all sorts, and Steamboats, rendered incombustible, and not liable to sink, at a small expense.

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SI R J M M & F

**GRACIE, PRIME & CO.** having this day taken into partnership JOHN CLARKSON JAY, will continue their business under the same firm.—New-York, 1st October, 1833.

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\* \* Orders for these works, or any other of Professor Rafinesque's, received at this office.

AD 11 M & F

#### TO STEAMBOAT COMPANIES.

**PROFESSOR RAFFINESQUE**, of Philadelphia, offers his services to render steamboats incombustible, and not liable to sink, even by the bursting of boilers, or striking against snags, sawyers and rocks. This will save many boats, much property, and the lives of hundreds every year. Those who neglect this easy improvement, deserve to be neglected and derided by the public as unmindful of safety. Apply, post paid.

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**PROFESSOR RAFFINESQUE**, of Philadelphia, will undertake to build CARS that will carry along their own railway, and may be used on level or Adam roads. They will save ten millions of money to be wasted on 1000 miles of iron railroads to be laid in the United States within a few years, and dispense with tracks and double tracks. These Cars may be drawn by horses or steam. He claims to have discovered them ever since 1825, by his patents filed in the Patent Office. Apply, post paid.

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**TOWNSEND & DUFFEE**, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Duffee, May & Co. offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbonate, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York, }  
January 29, 1833.

F 3 if

#### SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality, warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 164 Water street, corner of Maidenlane.

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#### ENGINEERING AND SURVEYING INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in the profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy; also, a Railroad Goniometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad. I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely anything to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

JAMES P. STABLER, Superintendent of Construction

of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kind now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

German town, February, 1833.

For a year past I have used Instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.,  
Germantown, and Norristown Railroad

ml 17

#### STEPHENSON,

Builder of a superior style of Passenger Cars for Railroads.  
No. 364 Elizabeth street, near Blacker street,  
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**RAILROAD COMPANIES** would do well to examine these Cars; a specimen of which may be seen on that part of the New-York and Harlem Railroad, now in operation.

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#### RAILROAD CAR WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete, at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

Also, Flange Tires turned complete.

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**THOMAS B. STILLMAN**, Manufacturer of Steam Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. NOTT'S Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited.



#### INSTRUMENTS

#### SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

**EWING & HEARTT**, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above branches, which they can furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude. For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewing & Heartt.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all Instruments are liable.

They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

JAMES P. STABLER,

Superintendent of Construction of the Baltimore and Ohio Railroad.

I have examined with care several Engineers' Instruments of your Manufacture, particularly Spirit Levels, and Surveyor's Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments.

These Instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

Baltimore, May 1st, 1833.

To Messrs Ewing & Heartt.—As you have asked me to give my opinion of the merits of those Instruments of your manufacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming acquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I repeat, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprise so well merits, I remain, yours, &c.

S. H. LATROBE,

Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them upon application, to any persons desirous of pursuing the same.

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[From the Journal of Commerce.]  
THE TWENTY-THIRD CONGRESS.

Annexed we present to our readers a list of the members of both Houses of the twenty-third Congress. In the Senate there are four vacancies, viz: one in Mississippi, one in Louisiana, one in Missouri, and one in Pennsylvania. In the House of Representatives, three vacancies, viz: one in Massachusetts, one in Louisiana, and one in Mississippi. The figures opposite the names of the Senators, indicate the year when their respective terms of service will expire. Those marked \* were not members of the last Congress.

## SENATE.

Maine.	North Carolina.
<i>Peleg Sprague</i> - 1835	<i>Bedford Brown</i> - 1835
<i>*Ether Shepley</i> - 1839	<i>Wm. D. Mangum</i> - 1837
New Hampshire.	South Carolina.
<i>Samuel Bell</i> - 1835	<i>John C. Calhoun (c)</i> 1835
<i>Isaac Hill</i> - 1837	<i>Stephen D. Miller</i> 1837
Massachusetts.	Georgia.
<i>Nathaniel Silsbee</i> - 1835	<i>George M. Troup</i> - 1835
<i>†Daniel Webster</i> - 1839	<i>John Forsyth</i> - 1837
Rhode Island.	Kentucky.
<i>Nehemiah R. Knight</i> 1835	<i>George M. Bibb</i> - 1835
<i>†Asher Robbins</i> - 1839	<i>Henry Clay</i> - 1837
Connecticut.	Tennessee.
<i>Gideon Tomlinson</i> - 1835	<i>Hugh L. White</i> - 1835
<i>*Nathan Smith</i> - 1839	<i>†Felix Grundy</i> - 1839
Vermont.	Ohio.
<i>Samuel Prentiss</i> - 1837	<i>Thomas Ewing</i> - 1837
<i>*Benjamin Swift</i> - 1839	<i>*Thomas Morris</i> - 1839
New York.	Louisiana.
<i>Silas Wright</i> - 1837	<i>Geo. A. Waggaman</i> 1835
<i>*N. P. Tallmadge</i> - 1839	One vacancy (d) -
New Jersey.	Indiana.
<i>The. Frelinghuysen</i> 1835	<i>Wm. Hendricks</i> - 1837
<i>*Sam'l L. Southard</i> 1839	<i>†John Tipton</i> - 1839
Pennsylvania.	Mississippi.
<i>William Wilkins</i> - 1835	<i>George Poindexter</i> 1835
One vacancy -	One vacancy (e) -
Delaware.	Illinois.
<i>John M. Clayton</i> - 1835	<i>John M. Robinson</i> 1835
<i>†Arnold Naudain</i> - 1839	<i>Elias K. Kane</i> - 1837
Maryland.	Alabama.
<i>Ezekiel F. Chambers</i> 1837	<i>William R. King</i> - 1835
<i>*Joseph Kent</i> - 1839	<i>Gabriel Moore</i> - 1837
Virginia.	Missouri.
<i>Wm. C. Rives (b)</i> - 1835	One vacancy (f) -
<i>John Tyler</i> - 1839	<i>†Thomas H. Benton</i> 1835

† Re-elected. \* New members.  
(a) In the place of Governor Mary, resigned.  
(b) In the place of Littleton W. Tazewell, resigned.  
(c) In the place of Gen. Hayne, resigned.  
(d) Occasioned by the death of the Hon. Josiah S. Johnston.  
(e) Filled during the last session by John Black, by appointment of the Governor.  
(f) Occasioned by the death of Senator Buckner.

The whole number of Senators elect is 44. Whole number, when the vacancies shall be filled, 48. Of the 44 elected we have put down 19 as Anti-Jackson. If to these be added Miller, Calhoun, Poindexter, King and Tyler, (Nullifiers) there would be a majority of five against the Administration. The chance is, that most of the vacancies will be filled by Jacksonians.

## HOUSE OF REPRESENTATIVES.

Maine.	William Baylies
<i>*P. O. J. Smith</i>	<i>*Benjamin Gorham</i>
<i>Rufus M'Intire</i>	<i>*Gayton P. Osgood.</i>
<i>Edward Kavanagh</i>	One vacancy.
Connecticut.	Jabez W. Huntington
<i>*Gorham Parks</i>	<i>William W. Ellsworth</i>
<i>*Joseph Hall</i>	<i>Noyes Barber</i>
<i>Leonard Jarvis</i>	<i>*Samuel A. Foot</i>
<i>*Moses Mason</i>	<i>Ebenezer Young</i>
<i>George Evans.</i>	<i>*Samuel Tweedy.</i>
New Hampshire.	Rhode Island.
<i>Henry Hubbard</i>	<i>Tristram Burges</i>
<i>Jos. M. Harper</i>	One vacancy.
<i>*Benning M. Bean</i>	New York.
<i>*Franklin Pierce</i>	<i>*Abel Huntington</i>
<i>*Robert Burns.</i>	<i>*Isaac B. Van Houten</i>
Vermont.	<i>Churchill C. Cambreleng</i>
<i>Hiland Hall</i>	<i>Campbell V. White</i>
<i>Hercules Everett</i>	<i>*Cornelius W. Lawrence</i>
<i>Heman Allen</i>	<i>*Dudley Selden</i>
<i>William Slade</i>	<i>*Aaron Ward</i>
<i>*Benjamin F. Deming.</i>	<i>*Abraham Booke</i>
Massachusetts.	<i>*John W. Brown</i>
<i>Isaac C. Bates</i>	<i>*Charles Bodle</i>
<i>Rufus Choate</i>	<i>*John Adams</i>
<i>John Quincy Adams</i>	<i>*Aaron Vanderpool</i>
<i>John Davis</i>	<i>Job Pierson</i>
<i>George N. Briggs</i>	<i>Gerrit Y. Lansing</i>
<i>Edward Everett</i>	<i>*John Cramer</i>
<i>George Grennell, jr.</i>	
<i>John Reed</i>	

*Henry C. Martindale	*Jesse Speight
*Reuben Whalon	*James M'Kay
*Ransom H. Gillett	*Abraham Roncher
*Charles M'Vean	*Daniel L. Barringer
*Abijah Mann, jr.	*Edmund Deberry
*Samuel Beardsley	*Lewis Williams
*Joel Terrell	*A. H. Shepherd
Daniel Wardell	*Henry Conway
*Sherman Page	*Jesse A. Bynum
*Noadiah Johnson	*James Graham
Henry Mitchell	South Carolina.
*Nicol Halsey	<i>James Blair (a)</i>
*Samuel G. Hathaway	<i>George M'Duffie</i>
William Taylor	*Thomas D. Singleton
*Wm. K. Fuller	*William K. Clowney
*Rowland Day	*Henry L. Pinckney
*Samuel Clark	*William J. Grayson
John Dickson	Warren R. Davis
*Edward Howell	John M. Felder
Frederick Whittlesey	John K. Griffin
*George W. Lay	Georgia.
*Philo C. Fuller	<i>J. M. Wayne</i>
*Abner Hazeltine	<i>R. H. Wilde</i>
*Mellard Fillmore	*G. R. Gilmore
*Gideon Hall	<i>A. S. Clayton</i>
NEW JERSEY.	
*Philemon Dickerson	<i>T. M. Foster</i>
*Samuel Fowler	*R. L. Gamble
*James Parker	*Seaborn Jones
*Ferdinand S. Schenck	*William Schley
William N. Shinn	*John Coffee
*Thomas Lee	Florida.
<i>Joseph M. White, Del.</i>	
PENNSYLVANIA.	
*Horace Binney	<i>Clement C. Clay</i>
*James Harper	<i>Dixon H. Lewis</i>
John G. Watmough	*John Murphy
William Heister	Samuel W. Mardis
*William Darlington	*John M'Kinley
David Potts, jr.	Mississippi.
*William Clark	<i>*Henry Cage</i>
Harmer Denney	One vacancy (b)
*George Chambers	Louisiana.
T. M. T. McKenna	<i>Philemon Thomas</i>
John Banks	<i>Henry A. Bullard</i>
Andrew Stewart	<i>Edw. L. White</i>
*Charles A. Barnitz	Arkansas.
G. Burd	<i>Ambrose H. Sevier, Del.</i>
Jesse Miller	Tennessee.
*Joseph B. Anthony	<i>John Bell</i>
Henry A. Mulhensburg	<i>Cave Johnson</i>
Joel K. Mann	<i>James K. Polk</i>
*Robert Ramsey	*David W. Dickinson
David B. Wagener	*Baile Peyton
Henry King	<i>John Blair</i>
Andrew Beaumont	*Samuel Bunch
John Laporte	*Luke Lea
Joseph Henderson	<i>James Standifer</i>
*John Galbraith	*David Crankett
*Samuel S. Harrison	*John B. Forrester
Richard Coulter	*William M. Inge
Joel B. Sutherland.	*William C. Dunlap
DELAWARE.	
John J. Milligan.	Kentucky.
<i>Chilton Allen</i>	
MARYLAND.	
*James P. Heath	<i>Thomas A. Marshall</i>
*James Turner	*Amos Davis
*J. T. Stoddart	<i>Richard M. Johnson</i>
*Isaac M'Kim	<i>Thomas Chilton</i>
*Richard B. Carmichael	<i>Thomas P. Moore (c)</i>
Francis Thomas	<i>*Benjamin Hardin</i>
*William P. Johnson	<i>Chittenden Lyon</i>
Littleton C. Dennis	*Martin Beatty
VIRGINIA.	
John M. Patton	*James Love
John Y. Mason	<i>Christopher Tompkins</i>
William F. Gordon	Ohio.
Thomas T. Bouldin	<i>*Robert T. Lytle</i>
William S. Archer	<i>Taylor Webster</i>
Nathaniel H. Claiborne	*William Allen
Joseph W. Chinn	<i>Jeremiah McLene</i>
Charles F. Mercer	*Thomas L. Hamer
*Edward Lucas	<i>John Chaney</i>
*Samuel McDowell Moore	*Robert Mitchell
Andrew Stevenson	*John Thompson
Thomas Davenport	*Benjamin Jones
*John J. Allen	*William Patterson
*George Loyall	<i>Humphrey H. Leavitt</i>
*James H. Gholson	*David Spangler
*Edgar C. Wilson	*James M. Bell
*James H. Beale	<i>E. Whittlesey</i>
*William P. Taylor	<i>Thomas Corwin</i>
*John H. Fulton	<i>Joseph Vance</i>
*William M'Comas	<i>Samuel F. Vinton</i>
*Henry A. Wise	<i>Jonathan Sloan</i>
NORTH CAROLINA.	
M. T. Hawkins	Indiana.
Thomas H. Hall	<i>*Amos Lane</i>
William B. Shepard	<i>Jonathan M'Carthy</i>

<i>John Carr</i>	<i>Z. Casey</i>
<i>*George L. Kinnard</i>	<i>Charles Slade</i>
<i>*Edward A. Hannegan</i>	Missouri.
<i>Ratlift Boon</i>	<i>William H. Ashley</i>
<i>*John Ewing</i>	<i>John Bull</i>
ILLINOIS.	MICHIGAN.
<i>Joseph Duncan</i>	<i>*Lucius Lyon, Del.</i>

The above list embraces the names of 237 members, besides the three Delegates. If to these be added 3 for the 3 vacancies, the whole number will be 240. Of the 237 elected, we have put down 77 as Anti-Jackson, to which should be added a dozen or twenty Nullifiers. Still there will be a decided majority in favor of the present Administration. The proportion is greater than in the last Congress, and there are more who are opposed to the United States Bank.

(a) Union man. All the other Representatives from South Carolina are Nullifiers.

(b) Franklin E. Plummer was elected from the other district, but has resigned, with a view to become candidate for the U. S. Senate.

(c) The votes of one county were rejected, on account of some alleged illegality in the returns. Had these been received, Robt. P. Letcher, an opposition man, would have succeeded by a majority of about 60.

† We have put the names of four North Carolina Representatives in Italics, in compliance with the suggestion of the Boston Advocate, though we are not sure that they will all covet the distinction.

## MARRIAGES.

On Tuesday evening, by the Rev. Samuel Nichols, of Bedford, N. Y. Dr. ROBERT EDMOND, of Newtown, (Conn.) to Miss MARY L. DELAPLAINE, of the former place.

On Wednesday morning, the 23d inst., by the Rev. Dr. De Witt, RICHARD C. VAN WYCK, Esq. of Flatkill, D. C., to ANN C. daughter of Abraham Bloodgood, Esq. of this city.

On Monday evening last, by the Rev. Dr. McArthur, Mr. GILBERT BEEBE, of New London, to RUTH, youngest daughter of Mr. Daniel Van Colt, formerly of Jersey City.

Last evening, by the Rev. Dr. Mathews, ROBERT J. LIVINGSTON, to LOUISA MATILDA, daughter of Garratt Storm.

At Mount Pleasant, N. Y., on Tuesday, the 15th inst., by Rev. N. S. Prime, Rev. SAMUEL J. PRIME, Principal of Weston Academy, Conn., to Miss ELIZABETH T. KEMERYS, daughter of the Hon. Edward Kemerys, of the former place.

At Poughkeepsie, on Monday evening last, by the Rev. Dr. Reed, NELSON PARKER, to Miss ANN MEECH.

At the same place, on Thursday last, by A. Raymond, Esq. TEUNIS STOUTENBURGH, to Miss MARGARET E. STOUTENBURGH, of Hyde Park.

At Princeton, N. J. on the 16th, by the Rev. Dr. Alexander, the Rev. HENRY A. BOARDMAN, of Troy, N. Y. to Miss ELIZA BEACH, daughter of the late Paul T. Jones, Esq. of Charleston, S. C.

At Benville, U. C. by the Rev. John Reynolds, Rev. Wm. CASE, Gen. Superintendent of the Methodist Episcopal Church in Canada, to Miss ELIZA BARNES, formerly of Lowell, Mass.

In St. Louis, by the Rev. Mr. Borgna, Maj. WILLIAM S. HANNEY, Paymaster U. S. Army, to Miss MARY MULLANPHY, daughter of the late John Mullanphy.

On the same evening, in Belleville, Illinois, by the Rev. Mr. Lutz, Mr. Wm. F. TILTON, to Miss VIRGINIA HAY, daughter of John Hay, Esq.

## DEATHS.

On Tuesday morning, C. BILLOP GORLEY, in the 48th year of his age.

On Tuesday evening, 22d inst., of scarlet fever, JOHN HENRY HOBERT, only child of the Rt. Rev. Bishop Ives, of North Carolina, aged 4 years and 10 months.

Suddenly, last evening, THOMAS MCCREARY, Jr. in the 45th year of his age.

This morning, LYNDE CATLIN, in the 65th year of his age. The friends of the family are invited to attend the funeral on Monday afternoon, at 4 o'clock, from his late residence, No. 53 Chambers street.

Suddenly, yesterday afternoon, BENJ. RUSH COLES, aged 17 years.

Last evening, Wm. M. MARSH, second son of Wm. and Ann Marsh, aged five years and six months.

On Monday evening, SARAH, wife of Charles M. Rogers, aged 31 years and 6 months.

At 1 o'clock this morning, GERARDUS POST, in the 58th year of his age.

Last evening, JOHN GLANCEY, in the 47th year of his age.

On Sunday afternoon, in the 88th year of his age, Mr. BENJAMIN WENMAN, an old and respectable inhabitant of this city. He died as he lived, "the noblest work of God - an honest man."

At Rockaway, on the 30th inst. Mr. OLIVER HEWLETT, aged 71, much lamented by an extensive circle of relatives and friends.

At New Canaan, (Conn.) on the 19th inst. RICHARD BALDWIN, eldest son of Samuel St. John, Jr. aged 6 years.

At Westbrook, (Conn.) on Wednesday the 16th inst. Mr. LEONARD CHAPMAN, in the 81st year of his age. Thus has fallen another of the remaining few who served our country during the whole of the Revolutionary War.

Recently, in Orange county, Virginia, JOHN PETTIS, a soldier of the Revolution, and father of the late Spencer Pettis, member of congress, and of F. H. Pettis, Esq. now of this city. He never asked for, nor received, a pension.

At New Orleans, on the 1st inst. after a short illness, Mrs. ELIZA NOEL DAVIDSON, wife of Dr. Richard Davidson, and daughter of John Flintard, of New York.

On the 11th inst. at his farm near Keytesville, Mr. RICHARD COCK, recently of Campbell county, Virginia, of the Typhus Fever.

In Whitehall, Green county, Illinois, of Billious Fever, Mr. JOHN SHANKLIN, of Virginia, and more recently of Logan county, Kentucky.

At New Harmony, Indiana, on the 8th Sept. Hon. JAMES O. WATKINS, in the 50th year of his age, formerly a resident of this village.

On Monday, 21st inst., at Woodbridge, N. J. in the 71st year of his age, Mr. SAMUEL READ, of the firm of Read, Vanderbilt & Co. of this city.